TERMINAL SUPERINTENDENT

F. PURDY	Sacramento

TRAINMASTERS

E. C. WATSON	Roseville
G. P. McNAMARA	Sacramento
T. W. BERNARD	Sacramento
R. B. GIBSON	Roseville

ASSISTANT TRAINMASTERS

T. E. BILLINGSLY	Truckee
R. A. WARDLE	Roseville

ASSISTANT TRAINMASTER—DIVISION EXAMINER

G. F. RUPERT	Sacramento

ROAD FOREMEN OF ENGINES

W. M. BRENNAN	Roseville
F. A. DENNEY, JR.	Roseville

ENGINEMEN INSTRUCTORS

D. J. GAUTIER	Roseville
H. E. PECK	Sacramento

CHIEF TRAIN DISPATCHER

A. J. LEBOURVEAU	Sacramento

T. F. CUSTER
Assistant Superintendent, Sacramento

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION TIMETABLE

169

EFFECTIVE SUNDAY, JUNE 2, 1946
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

M. L. JENNINGS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Sacramento	Dr. A. M. Henderson	Division Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon
Sacramento	Dr. A. F. Wallace	District Physician and Surgeon
Sacramento	Dr. Manuel L. Azevedo	District Physician and Surgeon
Sacramento	Dr. W. N. Becker	District Physician and Surgeon
Sacramento	Dr. J. Roy Jones	Oculist and Aurist
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnnally	Asst. Dist. Physician and Surgeon
Roseville	Dr. C. Angella	Asst. Dist. Physician and Surgeon
Loomis	Dr. F. D. Barnes	District Physician and Surgeon
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon
Auburn	Dr. J. A. Russell	District Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Colfax	Dr. I. R. Kilgore	Asst. Dist. Physician and Surgeon
Truckee	Dr. J. H. Bernard	District Physician and Surgeon
Reno	Dr. Rodney E. Wyman	Division Surgeon
Reno	Dr. M. B. Woodward	District Physician and Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Lincoln	Dr. A. W. McArthur	District Physician and Surgeon
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. John A. Duncan	Asst. Dist. Physician and Surgeon
Marysville	Dr. Harold Simons	Oculist and Aurist
Live Oak	Dr. I. W. Higgins	District Physician and Surgeon
Gridley	Dr. W. S. Lavy	District Physician and Surgeon
Chico	Dr. N. T. Enloe	District Physician and Surgeon
Chico	Dr. D. H. Moulton	District Physician and Surgeon
Stirling City	Dr. Fred D. Baty	District Physician and Surgeon
Los Molinos	Dr. James L. Faulkner	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Davis	Dr. Thomas E. Cooper	Emergency Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Williams	Dr. Charles F. Keith	District Physician and Surgeon
Colusa	Dr. John W. Scott	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. S. E. Coffey	District Physician and Surgeon
Corning	Dr. H. H. Beck	District Physician and Surgeon
Oroville	Dr. E. A. Kusel	District Physician and Surgeon
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon
Folsom	Dr. Kenneth E. Overholt	District Physician and Surgeon
Placerville	Dr. W. A. Reckers	District Physician and Surgeon
Hamilton	Dr. Mary E. Poket	Emergency Surgeon
Yuba City	Dr. N. M. Loomis	District Physician and Surgeon
Yuba City	Dr. J. A. Duncan	Asst. Dist. Physician and Surgeon
Walnut Grove	Dr. V. W. Pallesen	District Physician and Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon
Lake Tahoe	Dr. C. B. Pederson	Emergency Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
EMERGENCY	ROSEVILLE
EMERGENCY	GERBER
EMERGENCY	SPARKS

SACRAMENTO SUBDIVISION

EASTWARD

Capacity of sidings in car lengths	SECOND CLASS 442 C. C. M. Leave Daily			FIRST CLASS 24 Challenger Leave Daily	22 Pacific Limited Leave Daily	102 Streamliner City of San Francisco Leave ★See Note	28 San Francisco Overland Limited Leave Daily	202 Passenger Leave Daily	26 Passenger Leave Daily	Mile Post Location	Timetable No. 169 June 2, 1946 STATIONS	Distance from Sacramento
Sacramento yard BKWOTIP	AM 1.00			PM 11.40	PM 9.50	PM 6.45	PM 2.20	AM 10.00	AM 12.40	89.0 88.9	Automatic Block System / Double Track TO-R **SACRAMENTO**	0.0
BKWOTP										89.8	0.9 TO-R **SACRAMENTO** (12th St.)	0.9
M 87 IYP				11.52	10.02	6.57	2.32	10.12	12.52	91.8	2.0 **ELVAS**	2.9
BKP				PM 11.58	10.08	7.01	2.36	10.18	12.58	94.9	3.1 **BENALI**	6.0
Roseville yard BKP				AM 12.06	10.16	7.08	2.44	10.26	1.06	102.8	7.9 TO-R **ANTELOPE**	13.9
BKWOTYP	1.40 AM			s 12.15 AM	s 10.25 PM	7.15 PM	s 2.52 PM	s 10.35 AM	s 1.15 AM	106.6	3.8 TO-R **ROSEVILLE**	17.7
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily		(17.7)	
	(0.40) 26.55			(0.35) 30.34	(0.35) 30.34	(0.30) 35.40	(0.32) 33.19	(0.35) 30.34	(0.35) 30.34		Time over District Average Speed per Hour	

★Note—No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

RULES 86, 87 and 93. Third-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

EASTWARD / WESTWARD

Capacity of sidings in car lengths	EASTWARD THIRD CLASS 518 Local Freight Leave Daily Ex. Sunday	Mile Post Location	Timetable No. 169 June 2, 1946 Placerville Branch STATIONS	Distance from Placerville	WESTWARD THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
Sacramento yard WIP	AM 5.50	94.7	R **BRIGHTON**	54.0	AM 11.50
23	5.55	95.9	1.2 **PERKINS**	52.8	11.40
9	6.05	98.9	3.0 **MAYHEW**	49.8	11.25
23 Y	6.20	101.6	2.7 **MILLS**	47.1	11.15
28 P	6.50	104.4	2.8 R **CITRUS**	44.3	11.00
9	7.33	110.1	5.7 **NATOMA**	38.6	10.00
Yard Limits Y	8.40	111.1	1.0 R **FOLSOM JCT.**	37.6	9.55
6	**9.10**	118.0	6.9 **WHITE ROCK**	30.7	**9.10**
11	AM 9.50	126.1	8.1 **LATROBE**	22.6	8.35
25	PM 12.01	142.7	16.6 **EL DORADO**	6.0	7.20
18 P	12.30	145.0	2.3 TO **DIAMOND SPRINGS**	3.7	7.00
Yard Limits BKWTP	1.00 PM	148.7	3.7 TO-R **PLACERVILLE**	0.0	6.30 AM
	Arrive Daily Ex. Sunday		(54.0)		Leave Daily Ex. Monday
	(7.10) 7.53		Time over District Average Speed per Hour		(5.20) 10.12

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location	Timetable No. 169 June 2, 1946 Placerville Branch STATIONS	WEST-WARD ↑ Distance from Fair Oaks
28	P	104.4	R **CITRUS**	1.9
15	P	106.3	1.9 TO-R **FAIR OAKS**	0.0
			(1.9)	

Capacity of sidings in car lengths			EAST-WARD ↓ Mile Post Location	Timetable No. 169 June 2, 1946 Placerville Branch STATIONS	WEST-WARD ↑ Distance from Folsom
Yd. Lmts.		Y	111.1	R **FOLSOM JCT.**	0.7
	22	WP	111.8	0.7 TO-R **FOLSOM**	0.0
				(0.7)	

Mile Post Location		Timetable No. 169 June 2, 1946		Distance from Roseville	WESTWARD FIRST CLASS					
					25 Fast Mail	21 Pacific Limited	23 Challenger	101 Streamliner City of San Francisco	27 San Francisco Overland Limited	201 Passenger
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily
89.0 88.9	Automatic Block System	TO-R **SACRAMENTO** 0.9	Double Track	17.7	AM s 1.55	AM s 3.45	AM s 4.25	AM s 6.55	AM s 11.30	PM s 7.10
89.8		TO-R **SACRAMENTO** (12th St.) 2.0		16.8						
91.8		**ELVAS** 3.1		14.8	1.43	3.33	4.13	6.43	11.19	6.58
94.9		**BENALI** 7.9		11.7	1.37	3.27	4.07	6.39	11.15	6.50
02.8		TO-R **ANTELOPE** 3.8		3.8	1.29	3.19	3.59	6.34	11.07	6.40
06.6		TO-R **ROSEVILLE**		0.0	1.20 AM	3.10 AM	3.50 AM	6.25 AM	10.58 AM	6.30 PM
		(17.7)			Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily
		Time over District Average Speed per Hour			(0.35) 30.34	(0.35) 30.34	(0.35) 30.34	(0.30) 35.40	(0.32) 33.19	(0.40) 26.55

★Note—No. 101 leave and arrive 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

No. 201 stop on flag at Swanston.

RULES 86, 87 and 93. Third-class trains, extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

OUTBOUND, VIA ELVAS TO BRIGHTON (see note)

Capacity of sidings in car lengths		THIRD CLASS	FIRST CLASS			Mile Post Location
		518 Local Freight	60 West Coast	54 Sacramento Daylight	262 Passenger	
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	
	BKWOITP		PM 7.45	AM 8.45	AM 7.30	89.0
	BKWOTP	AM 5.30				89.8
M 87	IYP	5.40	7.58	8.55	7.40	91.8 136.2
128	WIP	5.50 AM	8.05 PM	9.00 AM	f 7.45 AM	133.2
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	

INBOUND, VIA ELVAS FROM BRIGHTON (see note)

	Timetable No. 169 June 2, 1946		Distance from Brighton	FIRST CLASS			THIRD CLASS
				59 West Coast	53 Sacramento Daylight	261 Passenger	519 Local Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
A.B.S.	TO-R **SACRAMENTO** 0.9	Double Track	5.9	AM s 8.30	PM s 7.25	PM s 9.00	
	TO-R **SACRAMENTO** (12th St.) 2.0		5.0				PM 12.15
	ELVAS 3.0		3.0	8.17	7.15	8.50	12.01 PM
	R **BRIGHTON**		0.0	8.10 AM	7.10 PM	8.45 PM	11.50 AM
	(5.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday

Note—Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward. Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

Capacity of sidings in car lengths	EAST-WARD ↓ Mile Post Location	Timetable No. 169 June 2, 1946 Walnut Grove Branch STATIONS	WEST-WARD ↑ Distance from Isleton
Sacramento Yard BKWOITP	89.0 88.7	TO-R **SACRAMENTO** 5.5	33.2
52	94.2	**DEL RIO** 3.3	27.7
31	97.5	**FREEPORT** 7.1	24.4
58	104.6	**HOOD JCT.** 3.3	17.3
52	107.9	**LAMBERT** 5.5	14.0
Yard Limits 53 WYP	113.4	TO **WALNUT GROVE** 8.5	8.5
Yard Limits YP	121.9	TO-R **ISLETON**	0.0
		(33.2)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Sacramento-Roseville line		
Swanston..........(Spur)	93.5	..
Planehaven..........	97.5	..
Walerga..........	99.4	..
Brighton-Sacramento line		
Hopfen..........(Spur)	134.6	20
Placerville Branch		
Ramona..........	95.5	..
Brown..........	97.0	..
Manlove..........	97.5	5
Alden..........	98.0	..
Boyd..........	100.3	..
Routier..........	100.7	..
Mather..........	103.4	6
Soudan..........	103.7	..
Salsbury..........	105.2	..
Nimbus..........	107.4	..
Alder Creek..........	108.3	..

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Nagle..........	111.3	..
Flonellis..........	127.6	..
Swift..........	127.8	..
Brela..........	128.1	..
Brandon..........	129.8	..
Shrub..........(Spur)	130.3	3
Dugan..........	131.4	3
Bullard..........	131.7	..
Bennett..........	134.0	..
Shingle Springs..........	136.9	W
Apex..........	147.7	..
Walnut Grove Branch		
Baths..........	91.8	..
Pocket..........	96.4	..
Mosher..........	100.9	..
Acacia..........	102.6	..
Rosebud..........	103.3	..
Hood (on spur from Hood Jct.)..........	105.3	..
Mofuba..........	111.2	..
Locke..........	112.6	..

MOUNTAIN SUBDIVISION

EASTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS							Mile Post Location		Timetable No. 169 June 2, 1946	Distance from Roseville
		606 Mixed			**22** Pacific Limited	**102** Streamliner City of San Francisco	**28** San Francisco Overland Limited	**26** Passenger	**24** Challenger				
		Leave Daily Ex. Sunday			Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
Roseville yard BKWOTYP					PM 10.35	PM 7.15	PM 3.00	AM 1.30	AM 12.25	106.6	Automatic Block System	TO-R **ROSEVILLE**	0.0
P								s 1.40		110.6		4.0 **ROCKLIN**	4.0
Yard Limits E 85 WP					f 11.02	7.36	3.22	s 2.06	12.50	120.2		9.6 TO **NEWCASTLE**	13.6
E 76 WP					s 11.15	7.42	3.28	s 2.22	s 1.02	124.2		4.0 **AUBURN, NEVADA ST.**	17.6
E 98 P					11.24	7.49	3.36	2.32	1.11	129.1		4.9 **BOWMAN**	22.5
E 73 W					11.32	7.56	3.44	2.41	1.19	134.3		5.2 **EAST APPLEGATE**	27.7
Yard Limits E 83 BKWYP					PM s 11.55	8.10	s 4.00	s 3.00 3.25	s 1.40	141.7		7.4 TO-R **COLFAX**	35.1
P								f 3.38		146.1 146.0		4.4 **CAPE HORN**	39.5
E 118 WOYP					AM 12.22	8.32	4.24	s 3.54	2.07	152.2	Automatic Train Control	6.2 TO **GOLD RUN**	45.7
WP								f 4.07		156.8		4.6 **TOWLE**	50.3
M 98 P					12.44	8.49	4.44	f 4.20	2.29	160.7		3.9 **MIDAS**	54.2
M 96 WP					12.54	8.58	4.54	4.32	2.39	164.8		4.1 **KNAPP**	58.3
Yard Limits M 99 WITP					1.12	9.10	5.10	f 4.55	2.57	170.7 171.8		5.9 TO **EMIGRANT GAP**	64.2
M 83 WP					1.28	9.23	5.24	f 5.15	3.13	177.9		6.1 **CRYSTAL LAKE**	70.3
P								f 5.23		180.3		2.4 **CISCO**	72.7
M 65 WP					1.47	9.39	5.41	5.36	3.32	185.5		5.2 **TROY**	77.9
E 116 BKWITP					f 2.03	9.52	5.56	s 6.00	f 3.48	192.0		6.5 TO **NORDEN**	84.4
										195.8 197.2		3.8 **EDER**	88.2
WP					2.23	10.10	6.15	6.22	4.08	202.9		5.7 **STANFORD**	93.9
Yard Limits E 102 BKWOYP					s 2.38	10.20	s 6.29	s 6.40 7.00	f 4.23	208.0	Automatic Block System	5.1 TO-R **TRUCKEE**	99.0
M 101 P					2.55	10.35	6.45	7.20	4.40	218.1		10.1 **HINTON**	109.1
P								f 7.30		222.4		4.3 **FLORISTON**	113.4
M 106 P					3.18	10.55	7.08	f 7.50	5.03	232.4		10.0 **VERDI**	123.4
Sparks yard P		PM 7.10			s 3.55	s 11.15	s 7.30	s 8.55	s 5.40	242.9		10.5 **RENO**	133.9
		f 7.20						s 9.10		245.5		2.6 **SPARKS (Psgr. Sta.)**	136.5
BKWOTYP		s 7.25 PM			s 4.05 AM	s 11.25 PM	s 7.40 PM	s 9.20 AM	s 5.50 AM	246.2		0.7 TO-R **SPARKS (Dsp. Off.)**	137.2
		Arrive Daily Ex. Sunday			Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily			(137.2)	
		(0.15) 13.20			(5.30) 24.95	(4.10) 32.93	(4.40) 29.39	(7.50) 17.52	(5.25) 25.33			............Time over District............ ....Average Speed per Hour.......	

No. 2 Track

★Note—No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

RULES 86, 87, and 93. First-class trains must clear the time of No. 102 not less than 10 minutes, and second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

No. 606 may run ahead of first-class trains from Reno.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
22	Soda Springs..................	....	....	Daily
24	Newcastle, Soda Springs	Ogden.........	....	Daily
26	N. E. Mills, Dutch Flat, Soda Springs..........................	Any Station....	Any Station.........	Daily
26	Troy..........................	Any Station....	Any Station.........	Thursday
26	Eder..........................	Any Station....	Any Station.........	Tues. & Sat.
26	Andover.......................	Any Station....	Any Station.........	Sun. & Tues.

No. 26 exchange mail by locker at following stations: Rocklin, Newcastle, Auburn, Nevada St., New England Mills, Gold Run, Emigrant Gap, Soda Springs, Floriston, Verdi.

ADDITIONAL STATIONS
No. 1 Track

NAME	Mile Post	Capacity
Lawton..............	237.1	..
Mogul..............	235.7	..
Calvada..............	228.4	..
Mystic..............	225.4	..
Wickes..............	221.9	..
Andover Crossover....	201.3	..
Andover..............	200.6	..
Eder Crossover........	197.7	..
Summit..............	193.0	..
Soda Springs..........	190.7	..
Smart..............	173.3	..
Blue Canon..........	166.0	..
American..............	160.0	..
Alta..............	156.4	..
Dutch Flat..........	154.5	..
Magra..............	148.9	..
New England Mills....	137.1	..
West Applegate.......	133.9	..
Clipper Gap..........	130.9	..

ADDITIONAL STATIONS
No. 2 Track

NAME	Mile Post	Capacity
Penryn, Lincoln Ave...	115.5	..
Clipper Gap..........	131.4	..
New England Mills....	137.6	..
Magra..............	148.5	..
Dutch Flat..........	154.1	..
Alta..............	156.0	..
American..............	159.6	..
Blue Canon..........	166.6	..
Smart..............	173.3	..
Yuba Pass..........	176.1	..
Soda Springs..........	190.6	..
Eder Crossover........	197.7	..
Andover..............	200.6	..
Andover Crossover....	201.3	..
Boca..............	216.3	..
Wickes..............	221.5	..
Mystic..............	225.5	..
Calvada..............	228.5	..
Mogul..............	235.8	..
Lawton..............	237.1	..

MOUNTAIN SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	Mile Post Location		Timetable No. 169 June 2, 1946 STATIONS		Distance from Sparks	101 Streamliner City of San Francisco	27 San Francisco Overland Limited	25 Fast Mail	21 Pacific Limited	23 Challenger	605 Mixed
						FIRST CLASS					SECOND CLASS
						Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWOTYP	106.6	Automatic Block System	TO-R **ROSEVILLE** 4.0	No. 1 Track	138.7	AM 6.25	AM s 10.50	AM s 1.10	AM s 3.00	AM s 3.40	
P	110.6		**ROCKLIN** 3.3		134.7				2.50	3.30	
W 126 P	113.9		TO **LOOMIS** 2.7		131.4	6.16	10.38	12.55	s 2.35	3.20	
W 45 P	116.6		**PENRYN** 3.0		128.7					3.13	
Yard Limits W 65 WP	119.6		TO **NEWCASTLE** 4.9		125.7	6.05	10.26	12.44	s 2.05	3.05	
W 135 WP	124.5		TO **AUBURN** 3.9		120.8	5.56	10.16	12.34	s 1.55	s 2.55	
W 85 P	128.4		**BOWMAN** 13.7		116.9	5.48	10.08	12.26 AM	1.40	2.40	
Yard Limits W 103 BKWYP	142.1		TO-R **COLFAX** 4.3		103.2	5.22	9.40	s 11.58 PM	s 1.10	s 2.10	
P	146.4		**CAPE HORN** 6.2		98.9	5.15	9.31	11.45	12.49	1.45	
W 94 WOYP	152.6		TO **GOLD RUN** 4.6		92.7	5.02	9.18	11.32	f 12.35	1.30	
WP	157.2		**TOWLE** 3.9		88.1						
M 98 P	161.1		**MIDAS** 4.1		84.2	4.46	9.01	11.15	12.10 AM	1.05	
M 90 WP	165.2		**KNAPP** 6.0		80.1	4.38	8.53	11.07	11.59 PM	12.50	
Yard Limits M 95 WITP	171.2 171.8	Automatic Train Control	TO **EMIGRANT GAP** 4.3		74.1	4.26	8.41	10.55	f 11.45	12.36	
W 74 P	176.1		**YUBA PASS** 1.8		69.8	4.18	8.33	10.47	11.34	12.25	
M 80 WP	177.9		**CRYSTAL LAKE** 2.4		68.0	4.14	8.29	10.43	11.29	12.20	
P	180.3		**CISCO** 5.3		65.6						
M 59 WP Summer 71	185.6		**TROY** 6.5		60.3	3.59	8.14	10.28	11.11	12.05 AM	
124 BKWITP	192.1		TO **NORDEN** 4.0		53.8	3.46	8.01	10.15	f 10.55	11.50 PM	
W 85 P	196.1		**DONNER** 1.1		49.8	3.38	7.52	10.05	10.40	11.35	
	197.2		**EDER** 5.7		48.7						
WP	202.9		**STANFORD** 5.1		43.0						
Yard Limits W 126 WOYP	208.0	Automatic Block System	TO-R **TRUCKEE** 8.2		37.9	3.19	s 7.28	s 9.40	s 10.05	s 11.00	
P	216.2 216.3		**BOCA** 1.8		29.7			9.22	9.41	10.31	
M 101 P	218.1		**HINTON** 4.3		27.9	3.04	7.08	9.18	9.37	10.27	
WP	222.4		**FLORISTON** 9.9		23.6						
M 106 P	232.3		**VERDI** 10.4		13.7	2.46	6.46	8.56	9.13	10.03	
P	242.7 242.9		**RENO** 2.6		3.3	s 2.30	s 6.30	s 8.40	s 8.55	s 9.45	PM s 8.25
	245.5		**SPARKS** (**Psgr. Sta.**) 0.7		0.7						f 8.15
BKWOTYP	246.2		TO-R **SPARKS** (**Dsp. Off.**)		0.0	2.22 AM	6.20 AM	8.15 PM	8.30 PM	9.20 PM	8.10 PM
			(138.7)			Leave ★See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
			Time over District Average Speed per Hour			(4.03) 34.25	(4.30) 30.82	(4.55) 28.21	(6.30) 21.34	(6.20) 21.90	(0.15) 13.20

★Note—No. 101 leave and arrive 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

RULES 86, 87, and 93. First-class trains must clear the time of No. 101 not less than 10 minutes and second-class, extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

No. 605 may run ahead of first-class trains from Sparks.

RULE 5. Schedule time and train-order time apply as follows:
At Troy, at middle siding.
At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
21	Any Station		Reno	Daily
21	Soda Springs			Daily
23	Soda Springs			Daily
23	Any Station		East of Ogden	Daily

No. 21 exchange mail by locker at Emigrant Gap, Auburn, Newcastle, Penryn and Loomis.

EAST VALLEY SUBDIVISION

EASTWARD

WESTWARD

Timetable No. 169

June 2, 1946

Automatic Block System

Capacity of sidings in car lengths		THIRD CLASS			FIRST CLASS	Mile Post Location			Distance from Tehama	FIRST CLASS
		498	496	494	202					201
		Freight	Manifest	Freight	Passenger					Passenger
		Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily
Roseville yard	BKWOTYP	PM 4.10	AM 8.05	AM 12.05	AM 10.38	106.6	TO-R	ROSEVILLE	D.T. 105.1	PM s 6.25
100	P	4.25	8.20	12.20	10.48	112.8		6.2 WHITNEY	98.9	6.14
120	WP	4.33	8.28	12.28	s 10.54	117.0	TO	4.2 LINCOLN	94.7	s 6.05
96	P	4.42	8.37	12.37	11.03	122.1		5.1 BROCK	89.6	5.52
					11.07	124.8		2.7 SHERIDAN	86.9	5.48
124	WP	4.53	8.48	12.48	s 11.12	128.1	TO	3.3 WHEATLAND	83.6	f 5.42
28	YP	4.59	8.54	12.54	11.16	131.2		3.1 ERLE	80.5	5.31
91	P	5.03	8.59	12.59	11.20	134.2		3.0 OSTROM	77.5	5.27
Yd.Lmts.						139.8		5.6 DANTONI JCT.	71.9	
112	BKWOIYP	**5.16**	9.12	1.12	s 11.40	140.8	TO-R	1.0 MARYSVILLE	70.9	s **5.16**
	IP					141.8		1.0 BINNEY JCT.	69.9	
100	WP	5.30	9.22	1.22	11.47	144.7		2.9 BERG	67.0	4.53
36		5.36	9.28	1.28	11.51	147.7		3.0 LOMO	64.0	4.49
105	IP	5.43	9.35	1.35	AM s 11.57	151.5	TO	3.8 LIVE OAK	60.2	s 4.44
104	P	5.55	9.47	1.47	PM s 12.06	158.0	TO	6.5 GRIDLEY	53.7	s 4.34
43	WP	6.01	9.53	1.53	s 12.15	161.4	TO	3.4 BIGGS	50.3	s 4.22
107	P	6.11	10.04	2.04	s 12.25	167.4		6.0 RICHVALE	44.3	s 4.11
91	P	6.18	10.11	2.11	12.31	171.5		4.1 NELSON	40.2	f 4.03
88	P	6.30	10.23	2.23	f 12.40	178.1	TO	6.6 DURHAM	33.6	s 3.52
Yard Limits 159	BKWOYP	6.40	10.34	2.34	s 12.59	184.2	TO-R	6.1 CHICO	27.5	s 3.41
100	P	6.57	10.51	2.51	1.13	193.6		9.4 ANITA	18.1	3.18
133	WP	7.12	11.07	3.07	f 1.28	203.0		9.4 VINA	8.7	f 3.05
41	P	7.24	11.19	3.19	f 1.40	209.7	TO	6.7 LOS MOLINOS	2.0	f 2.55
	YP	7.30 PM	11.25 AM	3.25 AM	1.50 PM	211.7		2.0 TEHAMA	0.0	2.50 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(105.1)		Leave Daily
		(3.20) 31.53	(3.20) 31.53	(3.20) 31.53	(3.12) 32.82			Time over District Average Speed per Hour		(3.35) 29.33

Double track on Tehama line at Roseville extends to MP 106.88. Eastward track begins at initial switch in No. 2 track, 38 feet east of Lincoln St. Westward track ends at switch to west drill track, at west line of Lincoln St.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Clayton	118.4	..
Ewing	121.0	..
Jester	126.0	..
Rupert (Spur)	138.9	..
Sullivan	146.4	..
Sunset	149.8	..
Fagan	155.9	..
Riceton	164.1	..
Faulkner	181.9	..
Gimbal	189.1	..
Nord	191.3	..
Cana	196.0	..
Second St., Tehama	211.1	..

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
202	Sheridan	Any Station	Any Station	Sun. & Hol.

No. 201 stop at Sheridan when necessary for U. S. Mail or newspapers.

No. 202 stop daily except Sunday and holidays at Tehama for U. S. Mail.

Capacity of sidings in car lengths		EASTWARD SECOND CLASS 526 Local Freight Leave Daily Ex. Sunday	Mile Post Location		WESTWARD Timetable No. 169 June 2, 1946 Stirling City Branch STATIONS	Distance from Stirling City	THIRD CLASS 527 Local Freight Arrive Daily Ex. Sunday
Yard Limits	BKWOYP	AM 10.00	184.2	TO-R	**CHICO**	31.2	PM 4.40
			186.6		2.4 **SNRy Crossing**	28.8	
16	WP	11.05	198.2		11.6 **PARADISE**	17.2	3.30
8		AM 11.35	203.2		5.0 **MAGALIA**	12.2	3.05
14	WP	PM 12.15	210.0		6.8 **DOON**	5.4	2.30
	WY	12.45 PM	215.4	R	5.4 **STIRLING CITY**	0.0	2.00 PM
		Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday
		(2.45) 11.35			Time over District Average Speed per Hour		(2.40) 11.70

Capacity of sidings in car lengths	EAST-WARD ↓ Mile Post Location		Timetable No. 169 June 2, 1946 Dantoni Branch STATIONS	WEST-WARD ↑ Distance from Dantoni
	139.8		**DANTONI JCT.**	4.4
47	144.2	R	4.4 **DANTONI**	0.0
			(4.4)	

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 169 June 2, 1946 Oroville Branch STATIONS	WEST-WARD ↑ Distance from Oroville
Yard Limits 112	BKWOIYP	140.8 122.7	TO-R	**MARYSVILLE**	25.2
10	P	135.0		12.3 **HONCUT**	12.9
Yard Limits	WTP	147.9	TO-R	12.9 **OROVILLE**	0.0
				(25.2)	

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 169 June 2, 1946 Yuba City Branch STATIONS	WEST-WARD ↑ Distance from Wilson
00	WP	144.7 144.4		**BERG**	14.4
Yard Limits	WYP	147.6	TO	3.2 **YUBA CITY**	11.2
45		150.3		2.7 **BOGUE**	8.5
40		152.2		1.9 **OSWALD**	6.6
28	W	156.6		4.4 **TUDOR**	2.2
		158.8		2.2 **WILSON**	0.0
				(14.4)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Stirling City Branch		
Butte Creek	188.3	..
Dredge	189.3	..
Oakdale Farms	196.6	..
Optimo	202.2	..
Luce	207.1	..
Oroville Branch		
Mello	126.5	..
Ramirez	130.7	..
Palermo	142.5	..
Yuba City Branch		
Abbott	155.6	..
Dantoni Branch		
Linda	143.0	..

WEST VALLEY SUBDIVISION

EASTWARD

Capacity of sidings in car lengths	FIRST CLASS 20 Klamath Leave Daily	18 Oregonian Leave Daily	14 Beaver Leave Daily	12 Cascade Leave Daily	202 Passenger Leave Daily	16 West Coast Leave Daily	Mile Post Location	Automatic Block System	Timetable No. 169 June 2, 1946 STATIONS	Distance from
E 80 W 81 Yard Limits KWIYP	PM 11.35	PM 9.00	PM 7.30	PM 7.20		AM 10.45	75.6	TO-R	**DAVIS**	0
100 P	11.43	9.07	7.37	7.27		10.53	80.7		5.1 **MERRITT**	5
Yard Limits 97 BKWIP	PM s 11.55	s 9.14	7.43	7.32		s 11.05	84.9	TO	4.2 **WOODLAND**	9
38 P	AM 12.03	9.20				11.13	89.9	TO	5.0 **YOLO**	14
105 P	12.09	9.26	7.54	7.43		11.20	95.8		5.9 **ZAMORA**	20
32 WP	12.17	9.34				11.28	103.2		7.4 **DUNNIGAN**	27
196 WYP	12.22	9.39	8.05	7.54		11.34	108.3		5.1 **HARRINGTON**	32
41 P	f 12.28	9.44				s 11.43	113.5	TO	5.2 **ARBUCKLE**	37
51 P	s 12.43	9.55				AM s 11.58	124.2	TO	10.7 **WILLIAMS**	48
103 P	12.51	10.00	8.23	8.12		PM 12.05	129.1		4.9 **CORTENA**	53
WP	f 12.55	10.04				12.10	133.0	TO	3.9 **MAXWELL**	57
101 P	1.07	10.09	8.32	8.21		12.16	138.3		5.3 **DELAVAN**	62
Yard Limits 113 BKWOYP	s 1.27	s 10.22	8.44	8.32		s 12.36	149.9	TO-R	11.6 **WILLOWS**	74.
41 P	1.40	10.29				12.45	156.8		6.9 **ARTOIS**	81.
102 P	1.44	10.33	8.55	8.43		12.49	160.7		3.9 **GRAPIT**	85.
Yd. Lmts. 40 WP	s 2.05	10.38				s 1.00	165.4	TO-R	4.7 **ORLAND**	89.
Yd. Lmts. 36 YP	2.08	10.40				1.03	167.0		1.6 **WYO**	91.
23 P	2.20	10.47	9.08	8.56		1.11	173.4		6.4 **KIRKWOOD**	97.
43 P	s 2.38	10.53	9.15	9.02		s 1.22	178.5	TO	5.1 **CORNING**	102.
41 P	2.48	10.57				1.27	181.6		3.1 **RICHFIELD**	106.
YP	3.05	11.03	9.24	9.10	PM 1.50	1.35	186.3 211.7		4.7 **TEHAMA**	110.
Gerber yard 164 BKWOIYP	s 3.15 AM	s 11.10 PM	s 9.30 PM	s 9.15 PM	s 1.55 PM	s 1.45 PM	213.8	TO-R	2.1 **GERBER**	112.
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.8)	
	(3.40) 30.76	(2.10) 52.05	(2.00) 56.40	(1.55) 58.85	(0.05) 25.20	(3.00) 37.60			......Time over District...... ......Average Speed per Hour......	

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13, 14 and 18 unless instructed to do so by dispatcher, or to avoid congestion.

Capacity of sidings in car lengths	EAST-WARD ↓ Mile Post Location	Timetable No. 169 June 2, 1946 Fruto Branch STATIONS		WEST-WARD ↑ Distance from Fruto
Yard Limits 113 BKWOYP	149.9	TO-R	**WILLOWS**	17.0
14 TP	166.9	R	17.0 **FRUTO**	0.0
			(17.0)	

No. 20 stop daily, except Sunday and Holidays, at Delavan, Artois, Kirkwood, Richfield and Tehama for exchange of mail.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Davis-Gerber line		
Dufour	92.1	..
Ronda	93.7	..
Bretona	98.0	..
Hershey	106.4	..
Genevra	117.6	..
Delphos	126.8	..
Norman	142.1	..
Logandale (Spur)	144.3	..
Riz	146.0	..
Lyman	153.2	..
Greenwood	162.0	..
Malton	169.0	..
Fruto Branch		
Losa	152.6	..
Kurand	155.8	..
Millsholm	159.6	..
Athena	163.6	..

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Karnak Branch		
Ensley	97.6	..
Knights Landing Branch		
Garic	87.2	..
Laugenour	89.4	..
Coranco	92.4	..
Cunard	96.1	..
Grace	96.5	..
Robbins (Spur)	100.4	19
Seymour	101.7	..
Subaco (Spur)	105.1	41
Pelger	107.2	..
Everglade (Spur)	109.3	11
Hinsdale (Spur)	111.2	23
Tisdale (Spur)	113.3	10
Progress (Spur)	115.2	1

WEST VALLEY SUBDIVISION

WESTWARD

FIRST CLASS

Timetable No. 169
June 2, 1946

Mile Post Location			STATIONS	Distance from Gerber	19 Klamath	11 Cascade	13 Beaver	17 Oregonian	201 Passenger	15 West Coast
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
75.6	Automatic Block System	TO-R	**DAVIS** 5.1	112.8	AM s 5.15	AM s 8.55	AM s 9.10	PM s 4.25		PM s 6.25
80.7			**MERRITT** 4.2	107.7	5.07	8.47	9.02	4.17		6.16
84.9		TO	**WOODLAND** 5.0	103.5	s 5.01	8.42	8.57	s 4.10		s 6.10
89.9		TO	**YOLO** 5.9	98.5	4.50			3.58		5.57
95.8			**ZAMORA** 7.4	92.6	4.44	8.31	8.46	3.52		5.51
103.2			**DUNNIGAN** 5.1	85.2	4.36			3.44		5.43
108.3			**HARRINGTON** 5.2	80.1	**4.30**	8.20	8.35	3.38		5.37
113.5		TO	**ARBUCKLE** 10.7	74.9	4.25			3.33		5.32
124.2		TO	**WILLIAMS** 4.9	64.2	s 4.13			s 3.21		s 5.19
129.1			**CORTENA** 3.9	59.3	4.05	8.02	8.17	3.11		5.10
133.0		TO	**MAXWELL** 5.3	55.4	s 3.59			3.06		5.05
138.3			**DELAVAN** 11.6	50.1	3.51	7.53	8.08	3.00		4.58
149.9		TO-R	**WILLOWS** 6.9	38.5	s 3.38	7.42	7.57	s 2.47		s 4.45
156.8			**ARTOIS** 3.9	31.6	3.26	7.34	7.49	2.35		4.32
160.7			**GRAPIT** 4.7	27.7	3.22	7.30	7.45	**2.31**		4.27
165.4		TO-R	**ORLAND** 1.6	23.0	s 3.15			s 2.24		s 4.20
167.0			**WYO** 6.4	21.4	3.08	7.23	7.38	2.17		4.10
173.4			**KIRKWOOD** 5.1	15.0	3.01	7.17	7.32	2.10		4.03
178.5		TO	**CORNING** 3.1	9.9	s 2.55			s 2.03		s 3.54
181.6			**RICHFIELD** 4.7	6.8	**2.48**	7.09	7.24	1.55		3.45
186.3 211.7			**TEHAMA** 2.1	2.1	2.39	7.04	7.19	1.49	PM s 2.50	3.39
213.8		TO-R	**GERBER**	0.0	2.35 AM	7.00 AM	7.15 AM	**1.45** PM	2.45 PM	3.35 PM
			(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			............Time over District............		(2.40)	(1.55)	(1.55)	(2.40)	(0.05)	(2.50)
			........Average Speed per Hour........		42.30	58.85	58.85	42.30	25.20	39.81

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13, 14 and 18 unless instructed to do so by dispatcher, or to avoid congestion.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
17	Maxwell	Any Station		Oct. 15 to Jan. 20
17	Arbuckle	Berkeley		Daily
19	Arbuckle	West of Davis where scheduled to stop		Daily

Timetable No. 169
June 2, 1946

Colusa Branch

Capacity of sidings in car lengths		EASTWARD ↓ Mile Post Location		STATIONS	WESTWARD ↑ Distance from Wyo
196	YP	108.3	R	**HARRINGTON** 12.5	72.1
60		120.8	TO	**GRIMES** 12.2	59.6
33		133.0	TO	**COLUSA** 12.9	47.4
33	W	145.9		**PRINCETON** 4.5	34.5
28		150.4		**CODORA** 19.6	30.0
35	W	170.0	TO	**HAMILTON** 10.4	10.4
Yard Limits 36	YP	180.4		**WYO**	0.0
				(72.1)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Colusa Branch		
College City	112.3	..
Graino	116.0	..
Sycamore	124.4	..
Denco	137.1	..
Stegeman	142.2	..
Glenn	155.6	..
Ordbend	162.1	..
Rotavele	165.9	..
Cory	178.6	..

WEST VALLEY SUBDIVISION

EASTWARD

Capacity of sidings in car lengths						THIRD CLASS						Mile Post Location		Timetable No. 169 June 2, 1946	Distance from Davis
						604 Freight	498 Freight	602 Freight	496 Freight	600 Freight	494 Freight			STATIONS	
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
E 80 W 81	Yard Limits KWIYP					PM 9.10		PM 12.03		AM 3.35		75.6	TO-R	DAVIS	0.0
100	P					9.20		12.13		3.45		80.7		5.1 MERRITT	5.1
97	Yard Limits BKWIP					9.29		12.22		3.54		84.9	TO	4.2 WOODLAND	9.3
58	P					9.37		12.30		4.02		89.9	TO	5.0 YOLO	14.3
105	P					9.46		12.39		4.11		95.8		5.9 ZAMORA	20.2
32	WP					9.58		12.51		4.23		103.2		7.4 DUNNIGAN	27.6
196	WYP					10.05		12.59		4.30		108.3		5.1 HARRINGTON	32.7
41	P					10.14		1.08		4.39		113.5	TO	5.2 ARBUCKLE	37.9
51	P					10.31		1.25		4.56		124.2	TO	10.7 WILLIAMS	48.6
103	P					10.39		1.33		5.04		129.1		4.9 CORTENA	53.5
	WP					10.45		1.39		5.10		133.0	TO	3.9 MAXWELL	57.4
101	P					10.53		1.47		5.18		138.3		5.3 DELAVAN	62.7
113	Yard Limits BKWOYP					11.19		2.13		5.44		149.9	TO-R	11.6 WILLOWS	74.3
41	P					11.31		2.25		5.56		156.8		6.9 ARTOIS	81.2
102	P					11.37		2.31		6.02		160.7		3.9 GRAPIT	85.1
Yard Limits 40	WP					11.45		2.39		6.10		165.4	TO-R	4.7 ORLAND	89.8
Yard Limits 36	YP					11.49		2.43		6.14		167.0		1.6 WYO	91.4
23	P					PM 11.59		2.53		6.24		173.4		6.4 KIRKWOOD	97.8
43	P					AM 12.07		3.01		6.32		178.5	TO	5.1 CORNING	102.9
41	P					12.12		3.06		6.37		181.6		3.1 RICHFIELD	106.0
	YP					12.20	PM 7.30	3.14	AM 11.25	6.45	AM 3.25	186.3 211.7		4.7 TEHAMA	110.7
164	Gerber yard BKWOIYP					12.30 AM	7.40 PM	3.25 PM	11.35 AM	6.55 AM	3.35 AM	213.8	TO-R	2.1 GERBER	112.8
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.8)	
						(3.20) 33.84	(0.10) 12.60	(3.22) 33.50	(0.10) 12.60	(3.20) 33.84	(0.10) 12.60			............Time over District............ ....Average Speed per Hour........	

Automatic Block System (Davis to Gerber)

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

RULE 86. Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13, 14 and 18 unless instructed to do so by dispatcher, or to avoid congestion.

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 169 June 2, 1946 Knights Landing Branch STATIONS	WEST-WARD Distance from Josephine
97	Yard Limits BKWIP	84.9	TO-R	WOODLAND	32.4
18		87.7		2.8 SUGARFIELD	29.6
	WP	94.0	TO	6.3 KNIGHTS LANDING	23.3
	P	96.9		2.9 MARCHANT	20.4
13		117.3		20.4 JOSEPHINE	0.0 ↑
				(32.4)	

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location	Timetable No. 169 June 2, 1946 Karnak Branch STATIONS	WEST-WARD Distance from Karnak
	P	96.9	MARCHANT	2.5
7	P	99.4	2.5 KARNAK	0.0 ↑
			(2.5)	

RULE 2. Watch Inspectors:

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.
Sacramento, H. T. Harger, 1026 K St.

Roseville	W. F. Sugden	Willows	Robt. E. Boyd
Colfax	H. O. Grenier	Orland	L. Schnell
Sparks	W. R. Adams & Son	Oroville	M. C. Tieck
Placerville	Wm. J. Randolph	Marysville	T. M. Young
Woodland	O. D. Payne	Chico	J. R. Dupen

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Fourth Thursday in November.
Christmas Day, December 25th.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover.

RULE 10 (J). Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

RULE 15. Second paragraph is changed to read as follows: "The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars signal light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 26. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employe in charge of the work personally reports back to him. A 90-pound brake application must be maintained during the progress of the work.

Rule 26 is revised to read as follows:

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him to do so.

"On designated tracks (repair, cleaning, servicing, etc.) where employes work, a sign reading 'Stop—Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must also be displayed. Employes placing such sign and locking switches, only are authorized to change same.

"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the enginemen of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemen."

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 99. Third, fourth and sixth paragraphs of Rule 99 are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

When torpedoes are used between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

Westward trains except first-class having received proceed signal from yardman to pass Signal 1065 or Signal 1067 to move on westward main track and rear of train having passed either of these signals need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by the train or engine crew.

RULE 105. Abbreviations used for sidings: "E" for Eastward, "W" for Westward, "M" for Middle.

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

RULE 271 is revised to read as follows:

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm. The number plate on a distant light signal will bear the prefix 'D'.

"Interlocking signals will not bear number plates.

"Absolute signals will not bear number plates, but will have plates bearing the letter 'A'.

"Interlocking and absolute semaphore home signal arms will be painted red.

"Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

RULE 295 is revised to read as follows:

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'semi-automatic' and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509(F) or 509(J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

RULE 297. Following paragraph is added:

A train, if delayed in the block, must proceed with caution to the next signal.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Pilot light will appear after time-release has operated and signal has cleared

Further instructions posted inside push-button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure. When necessary to break seal on emergency lock release, dispatcher must be notified immediately and movement made only after flag protection provided on both tracks.

RULE 535. SPRING SWITCHES

When a spring switch is hand thrown, trainman so setting switch must again set it for normal position after movement has been completed, unless another trainman has been notified to do so.

A spring switch with facing point lock must not be trailed through unless switch target displays letters "SS" in normal position, or switch has been lined for the movement.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULES 705 and 707 are revised to read as follows:

"LETTER TYPE INDICATORS

"705. Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

"S—Take siding (Fig. 1).

"M—Proceed on main track (Fig. 2).

"Other letters, or combinations of letters may be used.

"S-707. When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restrictions that may be imposed by automatic block or other signals.

"D-707. When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track and in either case train is thereby given superiority over all following trains to the point designated in timetable but must observe any restriction that may be imposed by automatic block or other signals."

GENERAL REGULATIONS

RULE 824. On grades at any point, where engine or engines are to be detached for any reason, air brakes must be released and a sufficient number of hand brakes must be set to hold train.

RULE 834. Does not apply to trains consisting entirely of logs.

RULE 837. Fifth paragraph is revised to read as follows:

Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 869. Freight brakemen must be on top of train on descending grades between Truckee and Loomis, except between Andover and Emigrant Gap.

On freight trains between Lawton and Loomis, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

When practicable, trainman must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden lined tunnels and over long open-deck wood trestles.

RULE 873. Sanders must not be operated within 150 feet of power operated switches.

RULE 827. TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

AIR BRAKE RULES

RULE 25. When passenger equipment is handled on freight trains and a rear end test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

MISCELLANEOUS

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Not more than one Mt, F, AC or GS class engine may be placed on head end of a freight train. One engine other than the above may be placed ahead of Mt, F, AC or GS class engines in helper service, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed when practicable in rear of train four cars ahead of caboose and any cars of wooden frame construction, except that consolidation class helpers may be placed one car ahead of caboose and cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4a. For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Passenger equipment handled in freight trains must be placed between cars equipped with Carmer cutting lever.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

SPEED RESTRICTIONS

*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470:

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling freight and mixed trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted freight and mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

	Running Forward		Running Backward
Classification	With Train	Light	With Train or Light
DES-200	30	30	30
DES-1 to 7, 100 to 107	40	40	40

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except	35
SPMW 4044	25
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks, except	25
(Relief outfits 7014 and 7025 must not be operated over R St., Sacramento, nor on any branch except Walnut Grove, Yuba City, and Dantoni branches.)	
On all curves, 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

In the event electro-pneumatic brake is not functioning on trains No. 101 and 102, City of San Francisco, and it is necessary to operate the train with automatic brake, maximum speed must not exceed 90 MPH.

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

No. 442 (CCM) may make maximum speed of 50 MPH using ordinary box cars, in territory where maximum freight and mixed train speed is shown as 40 MPH.

Trains consisting of engine and caboose only restricted to freight train speed.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Trains handling logs loaded on flat or logging cars must not exceed 25 MPH on tangent track and 20 MPH on curves.

Trains handling locomotive cranes with flexible or swivel truck trailing, must not exceed 18 MPH.

Freight trains passing stations where passenger trains are standing must not exceed 15 MPH.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Sacramento and Roseville, except that at Roseville proceed signal for movement from Tehama line yellow flag by day and yellow light by night must be used.

RULE 10 (J). Round yellow slow boards apply to Diesel-powered Streamliner Nos. 101 and 102.

Slow boards placed to the right of track in current of traffic direction but with one track intervening:

Eastward at MP 89.41 Sacramento bears figures 25-15,
Westward at MP 106.73 Roseville bears figures 20-15,
Westward at MP 90.81 Sacramento bears figures 10.

Slow boards placed to the left of track in current of traffic direction but with one track intervening:

Eastward at MP 104.37 Roseville bears figures 20-15.

RULE 14 (e). As specified below, — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.

RULE 82 (A). Crews arriving Roseville on Nos. 101, 102 and 201 may assume corresponding schedule leaving Roseville without clearance, except when operating as section of a schedule.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Nos. 421, 423 and 425 and sections of those schedules from Western Division at Brighton may continue display of indicators through to Roseville, and register at Roseville accordingly.

Third-class and extra trains to or from Western Division passing Sacramento, will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83 (A). At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.—Eastward trains, via Brighton, and trains originating or terminating.

Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification.

Antelope—All trains, except those originating in west yard, and except those terminating in east yard.

Brighton—Regular trains from Placerville Branch.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Sacramento, 12th St.—Eastward trains, via Brighton.

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

Antelope—First-class trains.

Folsom—Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West		MP East
85.51	Sacramento	95.35
	" (Walnut Grove Br.)	93.09
	" (Placerville Br.)	94.93
131.60	" (Polk line)	136.33
102.04	Roseville (Eastward and No. 2 Track)	110.83
102.04	" (No. 1 and Westward Track)	110.86
	" (Tehama line)	107.71
	Folsom	112.05
110.57	" (Placerville Br.)	111.38
148.19	Placerville	149.66
110.64	Walnut Grove	113.90
121.05	Isleton	122.32

Sacramento. Westward trains on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Second St.

Eastward trains and yard engines on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Sixth St., and again at Seventh St.

Westward trains on main track must not pass Seventh St. shanty (just west of Signal 891) unless proceed signal received from yardman.

Eastward trains on main track must not pass fouling point of crossover between main tracks, 400 feet east of Sacramento River Drawbridge unless proceed signal received from yardman at Second St., and must not pass first switch of crossover between main tracks west of Sixth St. shanty (1500 feet east of Sacramento River Drawbridge) unless proceed signal received from yardman at Sixth St.

The two center tracks, for entering and leaving station tracks are equipped with automatic block signals between Sixth St. and Seventh St. Signal 889 will display green aspect when route lined for direct movement to Sixth St., and yellow aspect when route lined for crossover movement to Sixth St. Signal 886 governs movements from station tracks 2, 3, 4 and 5 but does not indicate position of switch 20 feet east of the signal.

Roseville. Eastward trains except first-class, must not pass Dry Creek bridge unless proceed signal received from yardman.

Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward trains except first-class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

Signal 1055 governs movement against current of traffic on eastward main track, and when such moves are authorized by yardmaster, trains stopped by this signal may proceed with caution not exceeding 4 MPH.

RULE 95. Train orders issued by Western Division under Form F, reading to or from Brighton will apply over the Sacramento Division into or out of Sacramento or Roseville.

RULE D-97 (A). Applies between Sacramento and Roseville and between Brighton and Elvas.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Sacramento. WPRR at Front and R Sts.—Trains and engines must approach with caution expecting to find crossing occupied.

Switching and industry tracks in vicinity of Front and R Sts.—Ascertain that each crossing is clear before using.

SNRy at Front and R Sts.—Stop within 200 feet of crossing.

Electric line at Front and M Sts.—Stop and not proceed unless hand signal received from flagman on ground (green flag by day, green light by night).

SNRy at 31st and R Sts.—Stop before crossing.

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highways at:

Isleton, on wharf spur.

RULE 104. The normal position of rigid switches at junctions:
Citrus—Fair Oaks Br., for Placerville Br.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner Nos. 101 and 102.

RULE 204. Trains of Sacramento, Mountain and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

RULE 221. Eastward and westward first-class trains, and trains from Roseville enroute to Western Division will not obtain clearance at Sacramento, 12th St.

Trains originating or terminating at Sacramento not enroute to or from Western Division need not obtain clearance at Sacramento, 12th St.

Roseville—Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11 PM to 8 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11 PM and 8 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

Antelope—Only trains originating need obtain clearance.

No. 518 and No. 519 must go to train-order office Folsom and must obtain clearance when operator is on duty.

RULE D-251. Applies to the following tracks:

Eastward track Sacramento to Roseville.
Eastward track Brighton to Elvas.
Westward track Elvas to Sacramento.
Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento, except will not supersede the superiority of No. 101.

RULE 505. AUTOMATIC BLOCK SYSTEM

Sacramento. Eastward main track from a point 350 feet east of Sacramento River Drawbridge to Signal 890 at Seventh St., is not protected by block signals. All trains must proceed with caution between these points.

SPECIAL SIGNALS

Sacramento. Movements over crossings at Front St. just east of Sacramento River Drawbridge governed by signals and derails operated by switchtender at Front St. (except derail on westward main track, which is operated by signal operator on bridge), and do not indicate position of switches or occupancy of track between signals and crossing. Trains and engines moving on proceed indication of signals must see that switches are properly lined for them and that track is not obstructed by other cars or engines. Locations are as follows:

Westward main track—350 feet east of crossing.
Eastward main track—For movement against current of traffic, 350 feet from crossing.
Station tracks—350 feet from crossing. Green aspect for movement to westward main track; yellow aspect for movement through crossover to eastward main track.
Front St. track—100 feet from crossing of main tracks.
Pioneer Mill track—also governs movement to store lead.
No. 4 track—also governs movement to No. 5 track.
No. 6 track—also governs movement to No. 7 track.

If signals do not indicate "proceed", proceed signal from switchtender at Front St., yellow flag by day, yellow light by night may be accepted for movement.

RULE 605. INTERLOCKING

Sacramento River Drawbridge. Eastward trains failing to receive green aspect in approach Signal 878 must stop west of city limit sign, 1030 feet east of Signal 878, unless semi-automatic signal at MP 88.4 indicates "proceed".

Nineteenth Street, Sacramento—At crossing of R Street track with WPRR.

Yard engines using industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur, o — —.
To Bekins spur, — o —.

Elvas—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk; and on Placerville Branch to interlocking home signal 600 feet east of junction switch.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from signal operator.

American Can Company spur switch and derail. Derail is electrically locked.

Crossover, middle siding, Elvas, to westward track, Elvas-Polk line.

Crossover, middle siding, Elvas, to eastward track, Polk-Elvas line.

West switch and derail, middle siding, Elvas.

Hopfen spur switch and derail.

Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle signals governing routes as follows:

To Roseville, — o o o o.
To Sacramento, — — — o.
To Polk, — — o o o.
To Elvas Siding, o o o — —.
To Third Track, o o — —.
To American Can Spur, — o —.
To Meister's Spur, o — —.

Snodgrass Slough Drawbridge. At MP 111.42 on Walnut Grove Branch.

Georgiana Slough Drawbridge. At MP 119.53 on Walnut Grove Branch.

RULE 827. TRAIN INSPECTION

Freight trains and light engines not equipped with tire coolers, on descending grade will stop 10 minutes at MP 123, Placerville Branch, for inspection and heat radiation, and trainmen must make careful inspection of all cars and enginemen inspect engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, if in the judgment of conductor and engineer no stops are necessary.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

On Placerville Branch:

MP 148 to MP 146.	One valve for every 120 Ms in train.
MP 145 to MP 138.	One valve for every 120 Ms in train.
MP 136 to MP 130.	One valve for every 140 Ms in train.
MP 129 to MP 122.	One valve for every 140 Ms in train.
MP 117 to MP 112.	One valve for every 150 Ms in train.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test must be made immediately prior to leaving Placerville on westward trains.

RULE 33. Gross tonnage of any freight train must not exceed the Ms per operative brake between the stations shown below:

Placerville to Folsom Jct.—100 Ms.

PASSENGER TRAINS

RULE 39. Eastward passenger trains will not be required to make running test approaching interlocking at Elvas unless brake pipe has been separated.

MISCELLANEOUS

1. Take water only in emergency at Shingle Springs.

5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

Sacramento. Stationmaster will inform conductor or member of crew when passenger train is ready to depart, and trainmen must be so distributed as to give proceed signal by hand or lamp. The use of communicating signal to start trains is not permitted.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC	Sacramento...Umbrella sheds at passenger station

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
88.54	Sacramento	Sacramento River Bridge	Side
92.15	Elvas	American River Bridge	Side
	(Placerville Branch)		
122.3	East of White Rock	Rock cut	Side
126.4	Latrobe	Rock cut	Side
126.5	East of Latrobe	Rock cut	Side
128.6	East of Latrobe	Rock cut	Side
	(Walnut Grove Branch)		
92.41	East of Baths	Bridge	Side
111.42	Snodgrass Slough	Bridge	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches except:	15
On "R" St. Sacramento, between Front St. and Brighton	10
On Golden State Cannery track, Isleton	10
On Mather Field spur	10
On back tracks or engine leads to Roundhouse—Sacramento	8
On American Can Company tracks, Elvas	8
On tracks serving McClellan Field (Planehaven)	10
On spur to Government lumber yard and Camp Kohler—Walerga	10
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F-class engines backing through any switch	6

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER								FREIGHT AND MIXED						
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2	Sacramento MP 88.8 to MP 106.65 Roseville, except.......Eastward Track	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 88.8-MP 90.16.......Eastward Track	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	MP 90.16-MP 93.33.......Eastward Track	25	25	25	25	25	25	25	25	15	25	25	25	25	15	15
	MP 102.65-MP 103.25.......Eastward Track	45	45	45	45	45	45	40	35	25	45	40	35	30	20	20
	MP 103.25-MP 105.1.......Eastward Track	30	30	30	30	30	30	30	30	15	30	30	30	30	15	15
	MP 105.1-MP 106.65 Roseville, except...Eastward Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
	Across Lincoln St.......Eastward Track	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
3	MP 106.65 Roseville to MP 88.8 Sacramento, except.......Westward Track	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Across Lincoln St.......Westward Track	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	MP 106.65-MP 104.89.......Westward Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
	MP 104.89-MP 102.75.......Westward Track	30	30	30	30	30	30	30	30	15	30	30	30	30	15	15
	MP 92.07-MP 90.16.......Westward Track	25	25	25	25	25	25	25	25	15	25	25	25	25	15	15
	MP 90.16-MP 88.8.......Westward Track	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3	MP 131.7 Polk and Elvas wye, except.......	40	40	40	40	40	40	40	35	35	40	40	35	30	30	25
	Westward trains only MP 135.99-MP 135.24.......	25	25	25	25	25	25	25	25	15	25	25	25	25	15	15
	Over both legs Elvas wye.......	25	25	25	25	25	25	25	25	15	25	25	25	25	15	15

STREAMLINER (EASTWARD)		STREAMLINER (WESTWARD)	
TERRITORY	STREAMLINER DIESEL POWER UNIT	TERRITORY	STREAMLINER DIESEL POWER UNIT
Sacramento MP 88.8 to Roseville MP 106.65, except..Eastward Track	95	MP 106.65 Roseville to MP 88.8 Sacramento, except Westward Track	95
MP 88.8-MP 90.16.......Eastward Track	10	Across Lincoln St.......Westward Track	12
MP 90.16-MP 93.33.......Eastward Track	25	MP 106.65-MP 104.89.......Westward Track	20
MP 93.33-MP 93.75.......Eastward Track	65	MP 104.89-MP 102.75.......Westward Track	40
MP 102.65-MP 103.25.......Eastward Track	60	MP 93.0-MP 92.07.......Westward Track	65
MP 103.25-MP 105.1.......Eastward Track	40	MP 92.07-MP 90.16.......Westward Track	25
MP 105.1-MP 106.65, except.......Eastward Track	20	MP 90.16-MP 88.8.......Westward Track	10
Across Lincoln St.......Eastward Track	12		

Page No.	BRANCH LINES TERRITORY	ENGINE RUNNING FORWARD WITH TRAIN OR LIGHT		ENGINE BACKING WITH TRAIN OR LIGHT
		Passenger	Freight	
2	Brighton-Folsom Jct.......	30	30	20
	Folsom Jct.-Folsom.......	20	20	15
	Folsom Jct.-MP 122.......	20	20	15
	MP 122-Placerville, except.......	15	15	15
	MP 139.0-MP 139.3.......	12	12	12
	Citrus-Fair Oaks.......	20	20	15
3	Sacramento-Walnut Grove.......	20	20	15
	Walnut Grove-Isleton.......	15	15	15

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Brighton and Roseville Sacramento and Roseville	Placerville to Folsom	Folsom to Placerville	Folsom to Brighton	Brighton to Folsom	Sacramento and Isleton
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	3200	....	....	....	....	....
DES-100 to 107	1300 to 1395	4800	....	....	....	....	....
E-23	1500 and 1502	3350	970	580	2950	1800	2600
M-4	1617 to 1713	4300	1250	780	3750	2300	3400
M-6, 8	1721 to 1803, 1823 to 1825	5250	1550	990	4600	2850	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5550	1650	1050	4850	3000	4400
M-11	1832 to 1835	5550	1650	1050	4850	3000	4400
T-1	2242 to 2271	3850	1100	700	3350	2100	3100
T-8, 9	2161, 2174 and 2178	2750	790	480	2400	1450	2100
T-23	2301 to 2310	5550	1650	1050	4850	3000	4400
T-26	2283 to 2299	4800	1400	860	4250	2700	3900
T-28, 31	2311 to 2362	6050	1800	1150	5300	3250	4800
T-32, 40	2363 to 2384	6150	1800(A)	1150(A)	5400(A)	3450(A)	5050(A)
T-36	2103	4050	1250	780	3550	2200	3150
T-37	2105 and 2106	5450	1650	1050	4800	2950	4250
T-57, 58	2385 and 2386	4950	1500	940	4350	2650	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4850	1350	810	4300	2550	3800
P-1	2400, 2403 to 2407 and 2415	4850	1350	810	4300	2550	3800
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5350	1500	900	4750	2800	4150
P-6	2453, 2454 and 2458	6100	1800	1100	5350	3300	4750
P-7	2476 and 2477	6500	1950	1200	5700	3500	5050
P-8, 10	2461 to 2474, 2478 to 2483	6750	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	6750	....	....	....	....	....
P-11	3100 to 3109	5300	1550	970	4650	2850	4100
P-12	3120 to 3129	7000	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6650	2000	1300	5800	3550	5200
C-15, 32	2500, 2505 to 2507	4250	1300	820	3750	2300	3300
C-17	2510 and 2511	5200	1600	1050	4600	2850	4050
C-18	3400 to 3409	6050	1850	1200	5350	3300	4750
C-19	3410 to 3426	6300	1900	1250	5550	3450	4950
TW-1	2900 to 2913	5050	1500	980	4450	2700	3950
TW-2, 3	2932 to 2952	4050	1200	780	3550	2200	3200
TW-4, 6	2926 to 2931 and 2957	3850	1150	720	3400	2050	3000
TW-8	2914 to 2923	5650	1650	1100	4900	3000	4400
A-3	3029	3800	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	3800	....	....	....	....	....
A-6	3000 to 3003	4750	....	....	....	....	....
Mk-2, 4	3201 to 3240	7650	....	....	....	....	....
Mk-5, 6	3241 to 3277	8400	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	9200	....	....	....	....	....
Mk-10	3295	7100	....	....	....	....	....
Mk-11	3297 and 3298	6800	....	....	....	....	....
F-1	3600 to 3652	9650	....	....	....	....	....
F-3	3653 to 3667	11000	....	....	....	....	....
F-4, 5	3668 to 3769	11000	....	....	....	....	....
AM-2	3900 to 3911	10900	....	....	....	....	....
MM-3	3930 and 3931	12700	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	13300	....	....	....	....	....
AC-4, 5	4100 to 4125	17300	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8950	....	....	....	....	
Mt-2	4385 to 4390	9750	....	....	....	....	
GS-1, 2	4400 to 4415	9550	....	....	....	....	
GS-3, 4, 5, 6	4416 to 4469	9900	....	....	....	....	
SP-1, 2, 3	5000 to 5048	12950	....	....	....	....	
Allowance for Empty and nderloaded Cars	Less than 45 Ms.	6	3	3	6	6	
	45 Ms to 55 Ms.	3	3	3	3	3	
	More than 55 Ms.	0	0	0	0	0	

(A) Eng. 2371 not permitted to operate on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Roseville, except that proceed signal for movement from Tehama line, yellow flag by day and yellow light by night must be used.

RULE 10 (J). Round yellow slow boards apply to Diesel-powered Streamliner Nos. 101 and 102.

Slow boards placed to the right of track in current of traffic direction but with one track intervening:

Eastward at MP 106.91 Roseville bears figures 40 (round yellow board only),

Westward at MP 106.73 Roseville bears figures 20-15.

Slow boards placed to the left of track in current of traffic direction but with one track intervening:

Eastward at MP 104.37 Roseville bears figures 20-15.

Slow boards on No. 1 Track and on No. 2 Track between MP 111 and MP 133 are to the right of track for current of traffic movement.

Oval slow boards three-fourths mile east of east switch Truckee on No. 1 Track; and at west switch Colfax on No. 2 Track have figures 35 on upper left side, 30 on lower left side, and 20 on right side.

35 indicates speed allowed for passenger trains on tangent track.

30 indicates speed allowed for passenger trains on curves.

20 indicates speed allowed for all other trains, except that light engines may make allowable speed as shown in speed table.

RULE 11. Between Gold Run and Truckee from Nov. 1st to May 1st, train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 MPH for a distance of three-fourths mile.

RULE 14 (e). As specified below, — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Tehama line.

RULE 14 (1). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of Donner.

RULE 82 (A). Crews ordered for No. 606 at Reno, may assume that schedule without clearance.

Crews arriving Roseville on Nos. 101 and 102 may assume corresponding schedule leaving Roseville without clearance, except when operating as section of a schedule.

RULE 83 (A). At the following stations, only the trains indicated will register:

Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification.

Truckee—Trains originating or terminating.

Colfax—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West			MP East
102.04	Roseville	(Eastward and No. 2 Track)	110.83
102.04	"	(No. 1 and Westward Track)	110.86
	"	(Tehama line)	107.71
119.34	Newcastle	(No. 2 Track)	120.82
118.74	"	(No. 1 Track)	120.15
140.03	Colfax		142.94
169.94	Emigrant Gap		172.12
207.28	Truckee		209.09
241.63	Sparks		247.60

Yard limit boards located to left of track:

Approaching Truckee in both directions.

Roseville. Eastward trains except first-class, must not pass Dry Creek bridge unless proceed signal received from yardman.

Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward freight trains on No. 1 Track must not pass Yosemite St. unless flashing yellow light is displayed in high special signal opposite yard office, and must not pass Signal 1067 unless proceed signal received from yardman.

Westward trains finding Signal 1067 displaying stop indication must stop, and may then proceed with caution if proceed signal received from yardman.

Westward trains except first-class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Westward first-class trains and trains of passenger equipment, when engines are to be changed, must stop before passing Signal 1067.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

Sparks. Semaphore Signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of Signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Following main track not protected by block signals:

Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.

Westward, from east switch of crossover forming end of double track to Signal 2459.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

RULE D-97 (A). Applies between Roseville and Sparks.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Colfax and Truckee, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner Nos. 101 and 102.

RULE 204. Trains of Sacramento and Mountain Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

RULE 221. Roseville. Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11:00 PM to 8:00 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11:00 PM and 8:00 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office

Train order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign "Train Order Signal" on the signal mast. When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed." If signal is first seen at "proceed" indication, clearance must be obtained.

Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

RULE D-251. Applies to the following tracks:
No. 2 Track Norden to Truckee.

RULE 505. AUTOMATIC BLOCK SYSTEM

Knapp. Siding must not be entered if Signal 1646 on siding at fouling point west end, or Signal 1659 on No. 1 Track east end, when switch to siding is opened, displays red aspect, or is not lighted.

Midas. Push buttons near Signals 1559 and 1601.
Instructions for operation posted inside push-button box and in special instructions for all subdivisions.

RULE D-508. Signals govern movements in both directions on No. 1 Track and No. 2 Track between crossover at Emigrant Gap and Andover

Signals govern movements in both directions on No. 1 Track between MP 111.89 and Newcastle.

Rule 509 (F) as applied to single track, or 509 (J) will apply when these signals display stop indication for trains moving against the current of traffic.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward		Westward
P-1438	Slide detector fence MP 144.5	
P-1780 P-1788	Slide detector fence MP 178.5	P-1805 P-1789
P-2000 P-2002	Fire detector, snow sheds west end of tunnels 13 and 42 MP 200	P-2005 P-2003
P-2146 P-2164	Slide detector fence MP 216.5	P-2181 P-2165
P-2220	Slide detector fence MP 222.5	P-2239

SPECIAL SIGNALS

Floriston. Light type special signal opposite station building applies to No. 1 Track only, and indicates condition of slide detector fence only and is not connected with block signal circuit. Lunar white aspect indicates track at slide detector fence safe for trains; red aspect requires that inspection must be made of track protected by slide detector fence before train passes the fence.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over the switches in facing movement, or in trailing through them:

Location		Normal Position	Maximum Speed	
			Psgr.	Frt.
Roseville	East end east drill track	No. 2 Track	15	15
Midas	West end siding	No. 1 Track	15	15

To avoid stopping on spring switch east end east drill track Roseville, trains on east drill must stop at fouling point if Signal 1074 east of switch displays stop indication. Movement against current of traffic must not be made over this switch until careful inspection of switch and switch points has been made.

Midas. Any movement against current of traffic must stop, and inspection made of switch points at spring switch west end Midas siding, before passing over.

RULE 605. INTERLOCKING

Emigrant Gap—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to Signal 1711, 500 feet west of turn-table.

On No. 2 Track from clearance of crossover to Signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 Track.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turn-table and equipped with electric lock.

Trainmen or enginemen will not unlock or throw the west switch of crossover when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turn-table until derail has been closed.

Westward movement from west lead of turn-table or from fire-train crossover will not be made until permission is given by operator.

Norden. Interlocking limits extend on No. 1 Track from westward signal 100 feet east of east switch Eder crossovers to eastward signal 100 feet west of west switch Eder crossovers; and from westward signal 200 feet west of west switch Donner siding to signal bridge 775 feet west of Norden train-order office, and interlocking limits on No. 2 Track extend from signal bridge 775 feet west of Norden train-order office to westward signal 300 feet east of Eder crossovers. Both crossovers at Eder are under control of signal operator at Norden. Both switches of east crossovers are power operated, and both switches of west crossover are hand-throw switches, but equipped with electric locks which must be released by operator before they can be hand-thrown.

On No. 1 Track, westward movement governed by two-unit signal 100 feet east of Eder crossovers, upper unit for No. 1 Track and lower unit for diverging route through crossover. Eastward movement on No. 1 Track governed by single unit signal 100 feet west of Eder crossover.

On No. 2 Track eastward movement governed by two-unit signal 50 feet west of Eder crossovers, upper unit for No. 2 Track and lower unit for diverging route through east crossover. Westward movement on No. 2 Track governed by single unit signal 300 feet east of Eder crossovers.

When desired to use west crossover at Eder consult operator at Norden by phone to release electric lock. Train must not pass interlocking signal until both switches have been lined. Electric locks cannot be released with train standing between interlocking signals.

Telephones are located on shed post near eastward signal on No. 1 Track, and in shanty at east end of snowshed on No. 2 Track.

When instructed by signal operator to hand throw power operated switches, carefully follow instructions posted near telephones.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator.

Run-around Tracks—Enginemen on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates "stop", westward trains will stop to clear west switch of Donner siding.

Two indication light signals on westward turn-table lead to No. 2 track, Norden. Signal is located on left side of track and 92 feet east of Signal 48-a, and is a repeater signal used in connection with Signal 48-a, governing westward movement from turn-table lead to No. 2 track.

Call-on signals on certain interlocking signal masts are normally dark, but when displaying flashing yellow light are authority to pass interlocking signal at stop without obtaining permission from operator to couple to train or engine; movement to be made with caution.

Within Norden interlocking trains may occupy main track without rear end protection. Signal operator must not authorize a train to pass interlocking signal in stop position until he has assured himself that conductor and engineer of all trains involved are fully acquainted with intended move so that proper protection will be provided.

When westward trains are moved against current of traffic Eder to Norden, no eastward train or light engine may be permitted to occupy No. 2 Track between signal bridge 775 feet west of train-order office and east switch Norden except for movement from No. 2 Track to siding.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires movement as follows
M	7ft. mast	Bowman	Proceed to Colfax
M	1408	Colfax	Proceed to train-order office
S	1408	Colfax	Enter siding
M	1514	Gold Run	Proceed to train-order office
S	1514	Gold Run	Enter siding
M	1642	Knapp	Proceed to Emigrant Gap
S	1642	Knapp	Enter siding
M	1656	East end siding Knapp	Enter eastward track and proceed to Emigrant Gap
M	1706	Emigrant Gap	Proceed to train-order office
S	1706	Emigrant Gap	Enter siding
M	2331	Verdi	Proceed to Hinton
M	2201	Hinton	Proceed to Truckee
M	2091	Truckee	Proceed to train-order office
S	2091	Truckee	Enter westward siding
S	1611	Midas	Enter middle siding expecting to pass a train on main track
W	1601	West end Midas	Wait 15 mins. for following train or light engine to pass
M	1539	Gold Run	Proceed to train-order office
S	1539	Gold Run	Enter siding
S	1297	Bowman	Enter westward siding expecting to pass a train on main track
W	1277	West end Bowman	Wait 15 mins. for following train or light engine to pass

RULE 825. Portable rail skids are hung on posts at lower end of sidings at the following stations:

Midas Bowman Verdi Gold Run

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative before engine is detached.

Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. TRAIN INSPECTION

Freight trains and light engines not equipped with tire coolers (except Mallets), on descending grade will stop between switches, as indicated, at following stations for inspection and heat radiation, where trainmen must make careful inspection of all cars, and enginemen inspect engines.

Eastward		Westward	
Norden	10 mins.	Summit	10 mins.
Stanford	10 mins.	Troy	10 mins.
(Stop must be made west of culvert 202.31)		Yuba Pass	10 mins.
		Knapp	5 mins.
Truckee	10 mins.		(for heat radiation)
		Midas	10 mins.
		Gold Run	10 mins.
		Bowman	10 mins.

During storm conditions, when snow on ground, inspection may be made at Crystal Lake instead of Yuba Pass, and in that event a stop of five minutes must be made at Emigrant Gap for heat radiation. Trains may inspect at Auburn instead of Bowman in the event Bowman occupied, or if necessary to let a train by at Auburn.

Light engines equipped with tire coolers, on descending grade must stop at Truckee, Emigrant Gap and Colfax to inspect engine.

At points between Roseville and Sparks where freight trains stop for inspection, enginemen will drain water from main reservoirs and dirt collectors on engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Norden to Truckee. One valve for every 120 Ms in train.

Summit to Yuba Pass. One valve for every 140 Ms in train.

Yuba Pass to Loomis. One valve for every 100 Ms in train.

Exception: If tonnage exceeds the amount of Ms specified for each retainer, trains may be handled Yuba Pass to Loomis with up to 110 Ms, and Norden to Truckee with up to 125 Ms per operative retainer if necessary.

Retainers must not be turned down on eastward freight trains at Truckee until engine has passed west switch of house track.

Retainers must be used on passenger trains on descending grades as follows:

Norden to Truckee. All retainers on solid express trains, and all accessible retainers on other trains.

Summit to Loomis. All retainers.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test on freight trains must be made immediately prior to leaving Norden on eastward trains; and at Truckee, Summit and Norden on westward trains.

RULE 33. Gross tonnage of any freight train must not exceed the Ms per operative brake between the stations shown below:

Norden to Truckee	125 Ms
Summit to Yuba Pass	140 Ms
Yuba Pass to Loomis	110 Ms

PASSENGER TRAINS

RULE 37. Streamliner, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb.

When steam engine is to be cut off train, the automatic brake should be applied and left applied until engine is detached. Engineman on power cars should then open the double heading cock and apply electro-pneumatic brake.

RULE 39. Running test must be made on westward trains just after emerging from Tunnel 6 west of Donner.

MISCELLANEOUS

1. Take water only in emergency at Blue Canon.

Do not take oil at Gold Run except in emergency.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop clear of fouling point of siding.

Light engines in either direction must not take water at Emigrant Gap, Blue Canon, Knapp, or Colfax except in emergency, and then only sufficient to make next water tank.

Colfax helpers may return to Colfax for water, but if time permits should take full tank at Towle.

After taking water at water columns at Colfax or Truckee, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.

2. Eastward passenger trains stopping at Reno, do so clear of Virginia Street.

Eastward trains will approach crossing at Colfax with caution when westward trains are in the vicinity of the crossing.

4. Helper service:

On trains with three AC class engines from Roseville, first helper will be placed four cars ahead of caboose, and the second separated from the first by eight cars.

Single engine freight trains requiring helper from Colfax must cut helper in at least one car ahead of caboose.

Westward freight trains cutting out helpers at Summit will observe car marker boards and make stop accordingly. If cars other than caboose are to be coupled, helper will shove rear of train to a coupling, then stretch train to insure coupling properly made, after which rear end test must be made. Trainmen will then turn up retainers, after which they will notify enginemen they are ready to move to eating house.

5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

10. Storage tanks of Standard Oil Company near tracks at MP 107.9 between Roseville and Rocklin, flues of engines must not be sanded until engine has passed this point.

10. ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine		RESTRICTED TRACKS
F, AC, Mk, Mt, GS	Auburn, Nevada St.	Spurs.
"	Clipper Gap	Team track east of road crossing
"	Colfax	Material spur in west yard.
"	Rocklin	Team and house tracks.
"	Loomis	House track, Tracks 1, 2 and 3, and Pacific spur.
"	Penryn	Fruit spurs west of station.
"	Newcastle	Tracks 3, 4 and 7 beyond end of curve, or switch to lumber spur.
"	Auburn	Standard Oil spur and High line.
"	New England Mills	Spur, west of tool house.
"	Magra	Spur.
"	Alta	Spur.
"	Towle	Spur.
"	Yuba Pass	Spurs.
"	Crystal Lake	Spur on south side No. 2 Track.
Engines heavier than 200,000 pounds on drivers	Cisco	Campbell spur.
"	Troy	Lumber spur.
"	Summit	Lumber spur.
"	Truckee	Hotel spur; Standard Oil spur; Associated Oil spur; Hobart circle; Hobart team; Pat Henry spur.
"	Boca	House track and corral.
"	Floriston	Mill track and house track.
"	Verdi	House track.
"	Mogul	Spur.
"	Calvada	Spur.
AC-4-5-6-7-8-10-11-12	Colfax	Corral track west of corral; bunk spur; house track and house lead east of freight house; team track beyond east end of freight house platform; scale track.
Engines heavier than 200,000 pounds on drivers	Auburn	House track.

11. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:

No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

14. From May 1 to Nov. 1, sprinklers will be placed in service on westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water.

24. Minimum clearances for rotary plows:

Rotary snow plows 7210 and 7222 equipped with wings will not clear rock cut on No. 2 Track 700 feet east of MP 155, nor rock cut on No. 1 Track at MP 158.4, nor snow sheds and tunnels when wings are extended.

It will be necessary for rotary snow plows 7210 and 7222 to stop for "Leave siding signal" at west end Midas siding, and lay this signal down before passing it.

All rotaries will not properly clear ground throw switches with switch lamps and it will be necessary to remove switch lamps before passing and then replace them.

Rotary snow plows must come to a stop when a train or engine is passing on adjacent track.

Rotary snow plows equipped with wide wings must not pass other rotaries so equipped, on adjacent track until it is known that proper clearance exists.

Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

OPERATION OF TURNTABLES

26. Yellow light signals on leads from turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Before moving onto table from any lead, table must be lined so that engine will enter from rail lock end only. Engines when backing and approaching table on lead from eastward siding east end will stop to clear table and fireman, after properly lining and locking table, will signal engineer to move onto table by green light located on engineer's side of lead. Operation of green light controlled by push button located on post of turntable shed on engineer's side. This signal does not indicate position of turntable or turntable lock.

Marker posts are placed on each end of the Norden turntable to aid in spotting engines. AC class engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Enginemen must see that knuckles on both ends of engine are closed before turning engine.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

Normal position turntables will be as follows:

Emigrant Gap....East approach, with motor on east end.
Norden..........East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

Engineer or fireman, preferably engineer, must remain in the cab of engine at all times when engines are being turned at Norden and Emigrant Gap.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
	(ROSEVILLE-SPARKS—EASTWARD)	
111.21	East of Rocklin	Antelope Creek Bridge.............Side
114.2	East of Rocklin	Tunnel No. 15..........Side and Overhead
114.7	East of Rocklin	Tunnel No. 16..........Side and Overhead
117.3	East of Lincoln Ave., Penryn	Tunnel No. 17..........Side and Overhead
120.5	East of Newcastle	Tunnel No. 18..........Side and Overhead
122.7	East of Newcastle	Tunnel No. 19..........Side and Overhead
123.1	East of Newcastle	Tunnel No. 20..........Side and Overhead
124.6	East of Nevada St., Auburn	Tunnel No. 21..........Side and Overhead
131.2	East of Bowman	Tunnel No. 22..........Side and Overhead
132.7	East of Clipper Gap	Tunnel No. 23..........Side and Overhead
132.9	East of Clipper Gap	Tunnel No. 24..........Side and Overhead
133.1	East of Clipper Gap	Tunnel No. 25..........Side and Overhead
133.3	East of Clipper Gap	Tunnel No. 26..........Side and Overhead
133.8	East of Clipper Gap	Tunnel No. 27..........Side and Overhead
134.8	East of Applegate	Tunnel No. 28..........Side and Overhead
135.9	East of Applegate	Tunnel No. 29..........Side and Overhead
138.7	East of New England Mills	Tunnel No. 30..........Side and Overhead
139.2	East of New England Mills	Tunnel No. 31..........Side and Overhead
139.4	East of New England Mills	Tunnel No. 32..........Side and Overhead
141.7	Colfax, West of station	Signal 1414.............Side
152.2	Gold Run, East of station	Water Column.............Side
152.2	Gold Run, East of station	Oil Column.............Side
164.3	Knapp	Tunnel No. 1..........Side and Overhead
164.3	Knapp	Lower Water Column.............Side
166.6	Blue Canon, West of station	Signal 1656.............Side
166.6	Blue Canon, East of station	Water Column.............Side
171.43 to 201.27	Emigrant Gap to Andover	Snowsheds and signals in Snowsheds ....Side and Overhead
171.8	Emigrant Gap	Signal 1718.............Side
184.6	Troy, West end Summer Siding	Signal 1846.............Side
197.0	Eder, East of Snowshed	Signal 1978.............Side
	(SPARKS-ROSEVILLE—WESTWARD)	
201.27 to 171.43	Andover to Emigrant Gap	Snowsheds and signals in Snowsheds ....Side and Overhead
200.22	Andover	Tunnel No. 13..........Side and Overhead
197.0	Eder, East of Snowshed	Signal 4L.............Side
195.7	West of Donner	Tunnel No. 12..........Side and Overhead
195.4	West of Donner	Tunnel No. 11..........Side and Overhead
195.1	West of Donner	Tunnel No. 10..........Side and Overhead
194.9	West of Donner	Tunnel No. 9..........Side and Overhead
194.3	West of Donner	Tunnel No. 8..........Side and Overhead
194.1	West of Donner	Tunnel No. 7..........Side and Overhead
193.7	West of Donner	Tunnel No. 6..........Side and Overhead
185.0	Troy	Signal 1846.............Side
181.0	West of Troy	Tunnel No. 4..........Side and Overhead
180.7	West of Troy	Tunnel No. 3..........Side and Overhead
166.0	Blue Canon, East of station	Water Column.............Side
164.3	West of Knapp	Tunnel No. 1..........Side and Overhead
152.2	Gold Run, East of station	Oil Column.............Side
141.7	Colfax, East of station	Signal 1425.............Side
141.7	Colfax, West of station	Water Column.............Side
141.7	Colfax, West of station	Signal 1415.............Side
122.66	West of Auburn	Rock Cut.............Side
122.52	West of Auburn	Rock Cut.............Side
122.2	West of Auburn	Bloomer Cut.............Side
122.0	West of Auburn	Rock Cut.............Side

SPEED RESTRICTIONS UNLESS OTHERWISE FURTHER RESTRICTED

Class of Engine	Station, Territory, Structure	MPH
All	Flangers, between Lawton and Loomis	30
All	Rotaries between Lawton and Loomis, except when pushed by engine	25 20
All	Fire trains, with water cars full	25
All	Fire trains with water cars less than three-quarters full. Water cars must be kept full when possible	20
All	Passing waiting room Norden just east of telegraph office	10

Trains consisting of engine and caboose only may operate at speed authorized for AC 4, 5, 6, 7, 8, 10 and 11 class engines running light between Roseville and Sparks.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except:	15
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F-class engines backing through any switch	6

FIRE ALARM BOX LOCATIONS KNAPP TO ANDOVER

No. Box	LOCATION	MP
7	Emigrant Gap. East end of snow shed	171.6
8	East of Signal 1725	172.5
9	At Signal 1735, east of Smart	173.7
12	One mile east of Smart	174.2
13	Crystal Lake, near east switch	178.0
14	Crystal Lake, near section house	178.4
15	Crystal Lake, west end of shed No. 9	178.6
16	Crystal Lake, slide detector fence	178.7
17	West end Butte Canyon Bridge	178.9
18	East end of shed No. 10	179.1
19	Opposite section house at Cisco	180.3
21	At Signal 1841, east of Cisco	184.0
22	West of west switch No. 1 track, Troy	185.5
23	Troy, middle siding	185.8
24	Troy, middle siding	186.1
25	Troy, east switch of middle siding	186.3
26	East end lower Cascade Bridge	186.8
27	East end upper Cascade Bridge	187.6
28	West end snow shed, west of Norden	191.8
29	No. 1 track Norden, east of cook house	192.5
31	No. 1 track Norden, Summit crossovers	193.0
32	No. 1 track, west of Tunnel 6	193.6
33	No. 1 track, east of Tunnel 6	194.2
34	No. 1 track, east of Tunnel 8	194.7
35	No. 1 track, east of Tunnel 10	195.2
36	No. 1 track, east of Tunnel 11	195.7
37	No. 1 track, on top of Tunnel 12	195.8
38	No. 1 track, east switch Donner	196.5
39	Snow shed Eder crossovers	197.7
41	West end of shed No. 46	198.0
42	West end of shed No. 47	198.6
43	East end of shed No. 47	199.0
44	West of Tunnel 13	200.0
45	Fire Detector, west portal Tunnel 13	200.0
46	Opposite Andover section house	200.5
47	Snow shed Andover crossovers	201.1
48	Fire Detector, Andover crossovers	201.1
49	Norden turntable house	192.1
51	No. 2 track, east switch, runaround track	192.6
52	No. 2 track Norden, road crossing	193.0
53	No. 2 track Norden, east switch	193.2
54	No. 2 track east portal Tunnel 41	195.5

Code signals following box numbers are as follows: One—East. Two—West. Three—Broken rail. Four—Track men. Five—slide. Six—Fire.

SPECIAL AUTOMATIC ALARM BOXES

8	Slide, east end Crystal Lake shed No. 2 track.
14	Fire, shed west end Tunnels No. 13 and No. 42, Andover.

bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
4	MP 106.65 Roseville to Colfax MP 141.7, except...No. 2 Track	40	40	40	40	40	40	40	35	35	35	35	35	30	20	20
	MP 106.65-MP 107.66........No. 2 Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
	MP 141.7-MP 208.87 East of Truckee, except.....No. 2 Track	35	35	35	35	35	35	35	35	20	35	35	35	30	15	15
	On curves........No. 2 Track	30	30	30	30	30	30	30	30	20	30	30	30	30	15	15
	MP 208.87 to Sparks (Dispr. Off.), except........No. 2 Track	40	40	40	40	40	40	40	35	35	35	35	35	30	25	20
	MP 238.88-MP 240.93........No. 2 Track	40	40	40	40	40	40	40	35	30	35	35	35	30	20	20
	MP 242.1 to 244.0 (Reno)........No. 2 Track	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
	MP 244.16-MP 244.97, except........No. 2 Track	40	40	40	40	40	40	40	35	20	40	40	35	30	15	15
	Through Sparks yard........No. 2 Track	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
5	Sparks (Dispr. Off.) to MP 209.1 Truckee, except.No. 1 Track	40	40	40	40	40	40	40	35	35	35	35	35	30	25	20
	Through Sparks yard........No. 1 Track	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	MP 244.0-MP 242.1 (Reno)........No. 1 Track	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
	MP 240.93-MP 238.88........No. 1 Track	40	40	40	40	40	40	40	35	30	35	35	35	30	20	20
	MP 209.1-MP 113.26 Loomis, except........No. 1 Track	35	35	35	35	35	35	35	35	20	30	30	30	30	15	15
	On curves........No. 1 Track	30	30	30	30	30	30	30	30	20	30	30	25	30	15	15
	MP 113.26-MP 106.65 Roseville, except........No. 1 Track	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
	MP 111.27-MP 111.03........No. 1 Track	35	35	35	35	35	35	35	35	35	35	35	35	30	15	15
	MP 108.02-MP 106.65........No. 1 Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15

STREAMLINER (EASTWARD)

TERRITORY	STREAMLINER DIESEL POWER UNIT
MP 106.65 Roseville to Colfax MP 141.7, except........No. 2 Track	70
MP 106.65-MP 107.66........No. 2 Track	20
MP 107.66-MP 108.85........No. 2 Track	40
MP 113.07-MP 141.64........No. 2 Track	50
MP 141.7-MP 208.87 East of Truckee, except........No. 2 Track	35
On curves........No. 2 Track	32
MP 208.87 to Sparks (Dispr. Off.), except........No. 2 Track	44
MP 238.88-MP 240.93........No. 2 Track	40
MP 242.1-MP 244.0........No. 2 Track	20
MP 244.16-MP 244.97, except........No. 2 Track	40
Through Sparks yard........No. 2 Track	15

STREAMLINER (WESTWARD)

TERRITORY	STREAMLINER DIESEL POWER UNIT
Sparks (Dispr. Off.) to MP 209.1 Truckee, except........No. 1 Track	44
Through Sparks yard........No. 1 Track	15
MP 244.0-MP 242.1........No. 1 Track	20
MP 240.93-MP 238.88........No. 1 Track	40
MP 209.1-MP 113.26 Loomis, except........No. 1 Track	35
On curves........No. 1 Track	32
MP 113.26-MP 106.65 Roseville, except........No. 1 Track	70
MP 111.27-MP 111.03........No. 1 Track	40
MP 108.02-MP 107.22........No. 1 Track	40
MP 107.22-MP 106.65........No. 1 Track	20

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Roseville to Colfax via No. 2 Track	Colfax to Sparks via No. 2 Track Roseville to Colfax via No. 1 Track	Sparks to Truckee	Truckee to Summit
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	650	350	1000	450
DES-100 to 107	1300 to 1395	1050	600	1600	750
E-23	1500 and 1502	770	450	1250	600
M-4	1617 to 1713	1050	690	1650	800
M-6, 8	1721 to 1803, 1823 to 1825	1300	870	2000	1000
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	1400	930	2150	1050
M-11	1832 to 1835	1400	930	2150	1050
T-1	2242 to 2271	900	590	1400	680
T-8, 9	2161, 2174 and 2178	630	370	1000	490
T-23	2301 to 2310	1350	920	2100	1050
T-26	2283 to 2299	1150	750	1800	870
T-28, 31	2311 to 2362	1500	1000	2350	1150
T-32, 40	2363 to 2384	1450	970	2300	1100
T-36	2103	1000	630	1550	810
T-37	2105 and 2106	1350	840	2100	1050
T-57, 58	2385 and 2386	1200	760	1900	980
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1100	700	1800	950
P-1	2400, 2403 to 2407 and 2415	1100	700	1800	950
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1250	780	2000	1050
P-6	2453, 2454 and 2458	1450	890	2300	1150
P-7	2476 and 2477	1600	980	2500	1250
P-8, 10	2461 to 2474, 2478 to 2483	1550	990	2550	1350
P-8, 10	2475,2484 to 2491	1550	990	2550	1350
P-11	3100 to 3109	1250	770	2000	1000
P-12	3120 to 3129	1600	1000	2600	1400
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	1700	1150	2600	1300
C-15, 32	2500, 2505 to 2507	1050	660	1650	850
C-17	2510 and 2511	1300	850	2050	1100
C-18	3400 to 3409	1550	980	2350	1250
C-19	3410 to 3426	1600	1000	2450	1300
TW-1	2900 to 2913	1250	790	1950	1000
TW-2, 3	2932 to 2952	1000	620	1550	800
TW-4, 6	2926 to 2931 and 2957	940	570	1450	740
TW-8	2914 to 2923	1450	970	2200	1250
A-3	3029	880	500	1400	680
A-3	3025, 3036, 3052 and 3057	920	520	1500	710
A-6	3000 to 3003	1100	650	1750	860
Mk-2, 4	3201 to 3240	1900	1250	2950	1600
Mk-5, 6	3241 to 3277	2100	1400	3250	1850
Mk-7, 8, 9	3300 to 3324	2300	1500	3500	2000
Mk-10	3295	1800	1150	2750	1450
Mk-11	3297 and 3298	1750	1100	2650	1400
F-1	3600 to 3652	2450	1650	3750	2100
F-3	3653 to 3667	2750	1850	4300	2400
F-4, 5	3668 to 3769	2750	1850	4300	2400
AM-2	3900 to 3911	2700	1800	4200	2300
MM-3	3930 and 3931	3100	1950	4950	2550
AC-1, 2, 3	4000 to 4048	3400	2150	5200	2750
AC-4, 5	4100 to 4125	4450	2800	6800	3550
AC-6 to 12	3800 to 3811, 4126 to 4294	4800	2900	7300	3700
Mt-1, 3, 4, 5	4300 to 4376	2150	1400	3400	1850
Mt-2	4385 to 4390	2400	1450	3750	1900
GS-1, 2	4400 to 4415	2250	1450	3600	1950
GS-3, 4, 5, 6	4416 to 4469	2350	1550	3700	2050
SP-1, 2, 3	5000 to 5048	3250	2050	5050	2650
Allowance for Empty and Underloaded Cars	Less than 45 Ms.	6	3	6	3
	45 Ms to 55 Ms.	3	3	3	3
	More than 55 Ms.	0	0	0	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTE TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Roseville and Gerber, except that at Roseville proceed signal for movement from Tehama line yellow flag by day and yellow light by night must be used.

RULE 10 (J). Slow boards placed to the left of track in current of traffic direction but with one track intervening:
Eastward at MP 104.37 Roseville bears figures 20-15.

RULE 14 (d). As specified below, — — — — o, will be indication that flagman may return from west as prescribed by Rule 99.
Tehama on Davis line.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.
Roseville on Tehama line.
Berg on Yuba City Branch.

RULE 82 (A). Crews ordered for No. 527 at Stirling City may assume that schedule without clearance.

Crews arriving Roseville on No. 201 may assume corresponding schedule leaving Roseville without clearance except when operating as section of schedule.

RULE 83 (A). At the following stations, only the trains indicated will register:

Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification.

Marysville, Chico—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West		MP East
102.04	Roseville (Eastward and No. 2 Track)	110.83
102.04	" (No. 1 and Westward Track)	110.86
	" (Tehama line)	107.71
138.75	Marysville	143.94
	" (Oroville Br.)	124.44
	" (Dantoni Br.)	144.20
182.61	Chico	185.36
	" (Stirling City Br.)	187.06
146.40	Oroville	147.95
146.78	Yuba City	148.24

Yard limit boards located to left of track:
Eastward approaching Gerber.

Roseville: Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward trains except first-class, from Tehama line must not pass Signal 1065 unless proceed signal received from yardman.

Westward trains finding Signal 1065 displaying stop indication must stop, and may then proceed with caution if proceed signal received from yardman.

Westward trains except first-class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

Chico. SNRy at 9th St.—Move over crossing with caution.

Yuba City. SNRy at Bridge St., and at B St.—Stop within 200 feet of crossings.

MP 186.6 on Stirling City Br. SNRy crossing—Stop within 200 feet of crossing.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highways at:
Clayton, on both spurs.
Marysville, Fourth St. crossing on Old Cannery track.
Wilson, at Wilson road crossing.

RULE 104. The normal position of rigid switches at junctions:
Dantoni Jct.....Dantoni Br., for Tehama line.
Berg............Yuba City Br., for siding.
Marysville......Oroville Br., for siding.
Chico...........Stirling City Br., for yard track No. 1.

RULE 204. Trains of Sacramento and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

RULE 221. Roseville—Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11:00 PM to 8:00 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11:00 PM and 8:00 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward	ROSEVILLE-TEHAMA	Westward
P-1068 P-1070	Spring switch, end double track MP 106.88	P-1069
P-1344	High water detector, bridge 135.80	P-1371
P-1406	Spring switch west end siding Marysville	
P-1420	Fire detector, trestle 142.70	P-1437
P-1906	High water detector, bridge 191.83	P-1927

RULE 516. Overlap posts:
Live Oak......Eastward trains......100 ft. west of station.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through them:

Location	Normal Position	MPH
Marysville, West end siding	Main track	15

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over the switches in facing movement, or in trailing through them:

Location	Normal Position	MPH
Roseville—End double track, Tehama line	Westward track	15

RULE 605. INTERLOCKING

Binney Jct. Tower. WPRR crossing of wye track and Tehama line main track.

Whistle signals:
Main track to or from Tehama — o o o o.
Siding to or from Tehama o — — —.
Siding to or from Oroville — — — o.
Siding to or from west leg of wye o o o — —.
Main track to or from west leg of wye — — o o o.
Main track to or from east leg of wye o —.

REMOTE CONTROL INTERLOCKING

Tehama-Gerber—Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on Davis line and signal 293 feet west of Tehama junction switch on Roseville line to signal 48 feet west of west switch No. 1 track Gerber yard. Interlocking limits on siding extend from west switch to dwarf semi-automatic signal 295 feet east of west switch Gerber siding.

Top unit of signal on Roseville line 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Gerber siding.

Top unit of semi-automatic signal at west end siding Gerber governs movement to Davis line; lower unit governs movement to Roseville line.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the operator. The electric lock on the east switch must first be operated in accordance with instructions posted inside of door of electric lock located at switch, after which manually line the east switch and then line the west switch.

Trains using crossover from main track to siding must first manually line west crossover switch, then operate electric lock in accordance with instructions posted inside door of electric lock located at the east crossover switch after which manually line the switch.

Trains authorized to enter Gerber siding through crossover must have engine east of interlocking signal before electric lock can be operated.

AUTOMATIC INTERLOCKING

Live Oak—Crossing SNRy one-half mile east of Live Oak.

Trains must not exceed 30 MPH between home signal and crossing.

When trains are stopped by signals governing the use of automatic interlockings, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating time release are posted on door of box.

GENERAL REGULATIONS

RULE 825. Track between station and Stirling City branch main track at Chico must be kept clear of cars.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Ave., or cut train at that point to permit the passage of traffic over tracks.

RULE 836. Cars must not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

RULE 827. TRAIN INSPECTION

Freight trains and light engines not equipped with tire coolers, on descending grade will stop between switches, as indicated, at following stations for inspection and heat radiation, where trainmen must make careful inspection of all cars and enginemen inspect engines:

Westward at Doon 10 mins., Paradise 5 mins. (for heat radiation), and MP 192.6 on Stirling City Branch 10 mins.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except when conditions favorable, eastward freight trains taking water at Berg may run to Gerber without making additional stop for inspection, if in the judgment of conductor and engineer it is safe to do so, but must make inspection if stopped for other reasons.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Stirling City to MP 186. One valve for every 80 Ms in train.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test on freight trains must be made immediately prior to leaving Stirling City on westward trains.

RULE 33. Gross tonnage of any freight train must not exceed the Ms per operative brake Stirling City to Chico—80 Ms.

MISCELLANEOUS

1. Take water only in emergency at Tudor.

In valley territory engines may take oil and water without cutting off from train at any point except westward freight trains at Marysville.

After taking water at water columns at Marysville or Chico, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.

4. Helper service:

Two engines must not be coupled on Stirling City Branch. Helper engine must be cut back in train.

10. ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine		RESTRICTED TRACKS
F, AC, Mk, Mt, GS	Chico	Priol warehouse spur; Reynolds warehouse spur; No. 3 and No. 4 tracks.
"	Durham	Warehouse track.
"	Biggs	Brick warehouse spur east end yard.
"	Marysville	Strain warehouse—9th and B Sts.—(Engines must not enter warehouse)
F, AC	Clayton	Stockton Fire Brick spur across highway.
Engines heavier than 210,000 pounds on drivers	Marysville	Old Cannery spur.
"	Ewing	Corral track
"	Lincoln	Grain Growers elevator track.
Engines heavier than 200,000 pounds on drivers	Lincoln	Gladding McBean tracks.
All engines	Chico	Diamond Match Co. track at wye.
"	Marysville	Rio Grande Oil spur off E St.—(use reach).
Engines heavier than C class	Marysville	Within yard limits on Oroville line beyond Valley Meat corral track.
Engines heavier than Mt class	Erle	On Government tracks between interchange tracks and Camp Beale.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
	(BERG-WILSON)		
147.6	Yuba City	SNRy trolley wire, Bridge St.	Overhead
147.6	Yuba City	SNRy trolley wire, "B" St.	Overhead
156.6	Tudor	Water Tank	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except:	15
On track to Camp Beale—Erle	15
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F class engines backing through any switch	6

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4 TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
6	MP 106.65 Roseville and MP 175.00, except	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 106.65-MP 106.79	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	*Bear River bridge No. 126.88	60*	60	60	55*	50*	45	40*	35	40*	45*	40*	35*	30*	30*	25
	MP 139.8 Marysville-MP 142.5	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	MP 142.5-MP 153.00	50	50	50	50	50	45	40	35	35	40	40	35	30	30	25
	Over SNRy crossing MP 152.3	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
	MP 175-MP 213.8 Gerber, except	50	50	50	50	50	45	40	35	35	40	40	35	30	30	25
	MP 182.15-MP 185.08	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	*Deer Creek bridge No. 203.67	50*	50	50	50*	50*	45	40*	35	35*	40*	40*	35*	30*	30*	25
	*Sacramento River bridge 210.82	50*	50	50	50*	50*	45	40*	35	35*	40*	40*	35*	30*	30*	25
	MP 211.87 junction switch Tehama-MP 213.8	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25

*AC-GS-F class engines are restricted to 25 MPH over structure.

Page No.	BRANCH LINES TERRITORY	ENGINE RUNNING FORWARD WITH TRAIN OR LIGHT Passenger	ENGINE RUNNING FORWARD WITH TRAIN OR LIGHT Freight	ENGINE BACKING WITH TRAIN OR LIGHT
7	Dantoni Jct.-Dantoni	20	20	15
	Marysville-Oroville	20	20	15
	Berg-Yuba City	15	15	15
	*Across Sutter St., Teegarden Ave., Second St. and Teegarden Tract in Yuba City	15	15	15
	Yuba City-Wilson, except	25	25	20
	MP 148.6-MP 148.8	25	18	18
	Chico-MP 188.75	30	25	20
	MP 188.75-Stirling City	20	12	12

*Regulated by city ordinance.

EAST VALLEY SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Roseville and Gerber	Chico to Stirling City	Stirling City to Chico	Wilson and Berg	Dantoni Jct. and Dantoni	Marysville and Oroville
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	3200	....	....	....	....	....
DES-100 to 107	1300 to 1395	4800	....	....	....	....	....
E-23	1500 and 1502	3350	270	580	2600	2600	2600
M-4	1617 to 1713	4300	430	830	3400	3400	3400
M-6, 8	1721 to 1803, 1823 to 1825	5250	530	980	4150	4150	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5550	540	1020	4400	4400	4400
M-11	1832 to 1835	5550	570	1070	4400	4400	4400
T-1	2242 to 2271	3850	340	670	3100	3100	3100
T-8, 9	2161, 2174 and 2178	2750	250	500	2100	2100	2100
T-23	2301 to 2310	5550	550	1000	4400	4400	4400
T-26	2283 to 2299	4800	410	820	3900	3900	3900
T-28, 31	2311 to 2362	6050	600	1100	4800	4800	4800
T-32, 40	2363 to 2384	6150	645(A)	1150(A)	5050(A)	5050	....
T-36	2103	4050	400	750	3150	3150	3150
T-37	2105 and 2106	5450	510	980	4250	4250	4250
T-57, 58	2385 and 2386	4950	....	....	3850	3850	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4850	....	....	3800	3800	....
P-1	2400, 2403 to 2407 and 2415	4850	....	....	3800	3800	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5350	....	....	4150	4150	....
P-6	2453, 2454 and 2458	6100	....	....	4750	4750	....
P-7	2476 and 2477	6500	....	....	5050	5050	....
P-8, 10	2461 to 2474, 2478 to 2483	6750	....	....	....	5250	....
P-8, 10	2475,2484 to 2491	6750	....	....	....	5250	....
P-11	3100 to 3109	5300	....	....	4100	4100	....
P-12	3120 to 3129	7000	....	....	....	5350	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6650	700	1250	5200	5200	....
C-15, 32	2500, 2505 to 2507	4250	450	800	3300	3300	....
C-17	2510 and 2511	5200	600	1000	4050	4050	....
C-18	3400 to 3409	6050	....	....	....	....	....
C-19	3410 to 3426	6300	....	....	....	....	....
TW-1	2900 to 2913	5050	510	950	3950	3950	3950
TW-2, 3	2932 to 2952	4050	400	750	3150	3150	3150
TW-4, 6	2926 to 2931 and 2957	3850	350	700	3000	3000	3000
TW-8	2914 to 2923	5650	600	1050	4450	4450	....
A-3	3029	3800	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	3800	....	....	....	....	....
A-6	3000 to 3003	4750	....	....	....	....	....
Mk-2, 4	3201 to 3240	7650	....	....	....	....	....
Mk-5, 6	3241 to 3277	8400	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	9200	....	....	....	....	....
Mk-10	3295	7100	....	....	....	....	....
Mk-11	3297 and 3298	6800	....	....	....	....	....
F-1	3600 to 3652	9650	....	....	....	....	....
F-3	3653 to 3667	11000	....	....	....	....	....
F-4, 5	3668 to 3769	11000	....	....	....	....	....
AM-2	3900 to 3911	10900	....	....	....	....	....
MM-3	3930 and 3931	12700	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	13300	....	....	....	....	....
AC-4, 5	4100 to 4125	17300	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8950	....	....	....	....	....
Mt-2	4385 to 4390	9750	....	....	....	....	....
GS-1, 2	4400 to 4415	9550	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	9900	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	12950					
Allowance for Empty and Underloaded Cars	Less than 45 Ms.	6	3	3			
	45 Ms to 55 Ms.	3	3	3			
	More than 55 Ms.	0	0	0			

(A) Eng 2371 no permitted to operate on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Gerber

RULE 14 (d). As specified below, — — — — o, will be indication that flagman may return from west as prescribed by Rule 99.
Tehama on Davis line.

RULE 14 (e). As specified below, — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99.
Davis on Gerber line.
Woodland on Knights Landing Branch.
Harrington on Colusa Branch.

RULE 83 (A). At the following stations, only the trains indicated will register:
Harrington, Orland, Willows—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:
Davis—All trains to or from West Valley Subdivision.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

MP West		MP East
74.20	Davis (Dixon line)	77.34
	" (Tehama line)	76.94
83.66	Woodland	85.82
	" (Knights Ldg. Br.)	86.31
147.96	Willows	150.84
	" (Fruto Br.)	151.82
164.48	Orland	167.72
177.62	" (Colusa Br.)	.....
211.92	Gerber	216.08

Yard limit boards located to left of track:
Eastward approaching Gerber.

Gerber. Westward freight trains and light engines must not pass east switch of yard track No. 1 unless proceed signal received from yardman.

Eastward trains except first-class must not pass crossover just west of Signal 2136 unless proceed signal received from yardman.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Drawbridge 94.14, Knights Landing Br. Over Sacramento River —Stop within 200 feet of drawbridge.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highway at:
Woodland, Main St. crossing on house track.

RULE 104. The normal position of rigid switches at junctions:

Woodland	Knights Landing Br., for movement from siding through crossover to Tehama line.
Harrington	Colusa Br., for siding.
Willows	Fruto Br., for Gerber line.
Wyo	Colusa Br., for Tehama line.
Marchant	Karnak line, for Knights Landing Br.

RULE 105. Following tracks are designated for use as sidings:
Wyo—Second track of the two tracks paralleling main track, is siding.

RULE 505. AUTOMATIC BLOCK SYSTEM

Gerber. Yellow aspect in diverging route unit on Signal 2134 governs movement through crossover 1300 feet beyond signal.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward	DAVIS-GERBER	Westward
P-1178	High water detector, bridge 118.88	P-1201
P-1354	High water detector, bridge 137.44	P-1381
P-1756	High water detector, bridge 176.21	P-1781

RULE 516. Overlap posts:
Westward Trains: Wyo—1000 feet west of east switch of siding.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through them:

Location		Normal Position	MPH
Gerber	East end siding	Main track	15

Spring switch east end siding Gerber equipped with electric switch lamp. If green light is not displayed, trains must stop and examine switch and it must be known that it is safe for passage of train before passing over it; and when trailing movement is to be made from siding, switch must be hand-thrown before and after the movement is made.

RULE 605. INTERLOCKING

Woodland. SNRy crossing.
Whistle signals:
Siding through crossover to or from Tehama line — o o o o.
House track to or from Tehama line — — — o.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Towerman not on duty Sunday and holidays, nor between 5:00 p.m. and 8:00 a.m. on other days. Signals on SNRy will be placed at "stop" position and signals on SP will be in "clear" position for eastward and westward movements.

REMOTE CONTROL INTERLOCKING

Tehama-Gerber—Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on Davis line and signal 293 feet west of Tehama junction switch on Roseville line to signal 48 feet west of west switch No. 1 track Gerber yard. Interlocking limits on siding extend from west switch to dwarf semi-automatic signal 295 feet east of west switch Gerber siding.

Top unit of signal on Roseville line 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Gerber siding.

Top unit of semi-automatic signal at west end siding Gerber governs movement to Davis line; lower unit governs movement to Roseville line.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the operator. The electric lock must first be operated in accordance with instructions posted inside of the lock box door, after which manually line the east switch and then line the west switch.

Trains using crossover from main track to siding must first manually line west crossover switch, then open and operate electric lock, after which manually line the switch.

Trains authorized to enter Gerber siding through crossover must have engine east of interlocking signal before electric lock can be operated.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	7 ft. mast	East end siding Gerber	Enter main track and proceed to crossover just west of Signal 2136 to enter yard.
M	2134	Gerber	If passenger train—proceed to train-order office. If freight train, proceed to crossover to enter yard.

These indicators do not apply to trains entering yard at west switch No. 1 track.

If "M" is not illuminated train must stop and call operator for instructions.

GENERAL REGULATIONS

RULE 862. Trainmen arriving Gerber on first-class trains and extra passenger trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved. If train is to be delayed beyond schedule time, outgoing conductor will have his rear brakeman relieve flagman of incoming crew as soon as inspection has been completed.

RULE 827. TRAIN INSPECTION

Freight trains may make continuous run of not more than fifty miles without a stop for inspection if in the judgment of conductor and engineer no stops are necessary.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
165.4	Orland	Water Tank Spout	Overhead and Side
120.8	Grimes	Water Spout	Side
145.9	Princeton	Water Spout	Side

MISCELLANEOUS

1. Take water only in emergency at: Woodland, Maxwell, Robbins.

Engines may take oil and water without cutting off from train at any point.

After taking water at water columns at Gerber, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.

10. ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine		RESTRICTED TRACKS
F, AC, Mk, Mt, GS	Merritt	Warehouse track; Ellison spur.
"	Woodland	Swanston spur.
"	Dunnigan	Standard Oil spur.
"	Arbuckle	Warehouse track.
"	Riz	Warehouse spur.
"	Willows	Union Oil spur; Union Ice spur.
"	Orland	Standard Oil spur; Union Oil spur.
"	Corning	Heinz spur.
AC-4-5-6-7-8-10-11-12	Tehama	House track.
All engines	Sugarfield	Must not operate on track 5 beyond 50 feet west of west end of beet dump pit.
"	Wyo	Stoney Creek gravel pit—Engines must not go beyond gravel bin more than three car lengths. Any class engine may use either leg of wye at Wyo and on Colusa Branch between Wyo and east switch Cory.
"	Tehama	Spur east of Slough bridge at 5th St.—Engines must not go beyond 250 feet from fouling point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except:	15
On Swanston Feed Yard spur Woodland	10
On gravel pit tracks—Cory	10
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F-class engines backing through any switch	6

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 80 MPH and Freight and Mixed trains 55 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
8	Davis and Gerber, except	70	70	60	55	50	45	40	35	40	45	40	35	30	30	25
	Davis Passenger Station-MP 76.69	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
	MP 81.8-MP 82.2	40	40	40	40	40	40	40	35	40	40	40	35	30	30	25
	Over Main and Court Sts., Woodland, MP 85.0-MP 85.1	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	*Cache Creek bridge 89.26	70*	70	60	55*	50*	45	40*	35	40*	45*	40*	35*	30*	30*	25
	Through Willows MP 149.5-MP 150.0	40	40	40	40	40	40	40	35	40	40	40	35	30	30	25
	MP 150.0-MP 154.0	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Over Walker St., Orland, MP 165.5	35	35	35	35	35	35	35	35	25	35	35	35	30	30	25
	Over Stoney Creek bridge 166.79	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
	Through Corning MP 178.0-MP 178.9	40	40	40	40	40	40	40	35	40	40	40	35	30	30	25
	Over Thomes Creek bridge 182.01	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
	MP 185.9-MP 213.8 Gerber	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25

*AC-GS-F class engines are restricted to 25 MPH over structure.

	BRANCH LINES	ENGINE RUNNING FORWARD WITH TRAIN OR LIGHT		ENGINE BACKING WITH TRAIN OR LIGHT
Page No.	TERRITORY	Passenger	Freight	
8	Willows-MP 155.8	15	15	15
	MP 155.8-Fruto	12	12	12
9	Harrington-Wyo (via Colusa)	25	25	20
10	Woodland-Grace	25	25	20
	Grace-Josephine	20	20	15
	Marchant-Karnak	20	20	15

WEST VALLEY SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Davis and Gerber	Woodland and Josephine Marchant and Karnak	Willows and Fruto	Harrington and Wyo via Colusa
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1950	....	....	....
DES-100 to 107	1300 to 1395	3100	....	....	....
E-23	1500 and 1502	2600	2600	2600	2600
M-4	1617 to 1713	3400	3400	3400	3400
M-6, 8	1721 to 1803, 1823 to 1825	4150	4150	....	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	4400	4400	....	4400
M-11	1832 to 1835	4400	4400	....	4400
T-1	2242 to 2271	3100	3100	3100	3100
T-8, 9	2161, 2174 and 2178	2100	2100	2100	2100
T-23	2301 to 2310	4400	4400	....	4400
T-26	2283 to 2299	3900	3900	....	3900
T-28, 31	2311 to 2362	4800	4800	....	....
T-32, 40	2363 to 2384	5050	5050 (A)	....	....
T-36	2103	3150	3150	3150	3150
T-37	2105 and 2106	4250	4250	....	4250
T-57, 58	2385 and 2386	3850	3850	....	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3800	....	....	....
P-1	2400, 2403 to 2407 and 2415	3800	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	4150	....	....	....
P-6	2453, 2454 and 2458	4750	....	....	....
P-7	2476 and 2477	5050	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	5250	....	....	....
P-8, 10	2475, 2484 to 2491	5250	....	....	....
P-11	3100 to 3109	4100	....	....	....
P-12	3120 to 3129	5350	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	5200	5200	....	....
C-15, 32	2500, 2505 to 2507	3300	3300	....	3300
C-17	2510 and 2511	4050	4050	....	4050
C-18	3400 to 3409	4750	....	....	....
C-19	3410 to 3426	4950	....	....	....
TW-1	2900 to 2913	3950	3950	....	3950
TW-2, 3	2932 to 2952	3150	3150	....	3150
TW-4, 6	2926 to 2931 and 2957	3000	3000	....	3000
TW-8	2914 to 2923	4450	4450	....	....
A-3	3029	2950	2950	....	....
A-3	3025, 3036, 3052 and 3057	2950	2950	....	....
A-6	3000 to 3003	3700	3700	....	....
Mk-2, 4	3201 to 3240	5950	....	....	....
Mk-5, 6	3241 to 3277	6600	....	....	....
Mk-7, 8, 9	3300 to 3324	7200	....	....	....
Mk-10	3295	5550	....	....	....
Mk-11	3297 and 3298	5300	....	....	....
F-1	3600 to 3652	7550	....	....	....
F-3	3653 to 3667	8600	....	....	....
F-4, 5	3668 to 3769	8600	....	....	....
AM-2	3900 to 3911	8500	....	....	....
MM-3	3930 and 3931	10050	....	....	....
AC-1, 2, 3	4000 to 4048	10400	....	....	....
AC-4, 5	4100 to 4125	13550	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	14500	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6950	....	....	....
Mt-2	4385 to 4390	7600	....	....	....
GS-1, 2	4400 to 4415	7450	....	....	....
GS-3, 4, 5, 6	4416 to 4469	7700	....	....	....
SP-1, 2, 3	5000 to 5048	10150	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.	6			
	45 Ms to 55 Ms.	3			
	More than 55 Ms.	0			

(A) Eng. 2371 not permitted t
operate on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTE TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

MILEAGE

[illegible]

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.3
57"	63.1
58"	62
59"	61
1'00"	60
1'01"	59
1'02"	58
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.1
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.3
1'17"	46.7
1'18"	46
1'19"	45.5
1'20"	45
1'25"	42.3
1'30"	40
1'35"	37.8
1'40"	36
1'45"	34.2
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.6
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.5
7'30"	8
8'00"	7.5
10'00"	6

WEST VALLEY SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

DIVISIONAL CLASS	ENGINE NUMBERS	[illegible]	[illegible]	[illegible]	[illegible]
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1037	1050	....	....	....
DES-100 to 107	1050 to 1057	2100	....	....	....
E-23	1650 and 1660	2650	2550	2550	2650
M-4	1651 to 1720	3400	3400	3400	3400
M-5, 6	1721 to 1808, 1873 to 1898	4150	4150	....	4150
M-9, 11	1809 to 1825, 1850 to 1851 and 1856	4400	4400	....	4400
M-11	1830 to 1896	4400	4400	....	4400
T-1	2300 to 2371	3100	3100	3100	3100
T-5, 9	2381, 2384 and 2385	2100	2100	2100	2100
T-23	2311 to 2320	4400	4400	....	4400
T-26	2325 to 2334	3000	3000	....	3000
T-28, 31	2311 to 2332	4400	4400	....	....
T-32, 40	2380 to 2384	5000	3250(4)	....	....
T-33	2169	3150	3150	3150	3150
T-37	2105 and 2110	4250	4250	....	4250
G-57, 59	2364 and 2368	2850	2850	....	2850
P-1, 3, 5	2400, 2402 to 2412, 2476 to 2418, 2450, 2402 to 2454, 2407 to 2442, 2426 and 2460	2800	....	....	....
P-1	2400, 2403 to 2407 and 2415	2800	....	....	....
P-4	2431, 2432, 2403, 2450, 2411, 2412, 2426, 2433, 2478 and 2478	4150	....	....	....
P-6	2452, 2454 and 3108	4750	....	....	....
P-7	2475 and 2477	4750	....	....	....
P-8, 10	2481 to 2474, 2476 to 2499	5250	....	....	....
P-8, 10	2475, 2487 to 2498	6250	....	....	....
P-11	3100 to 3109	4150	....	....	....
P-12	3120 to 3129	6250	....	....	....
C-5, 8, 9, 10, 28 to 32	2512 to 2509, 2524 to 2683, 2540 to 2659	6200	6200	....	....
C-10, 22	2500, 2505 to 2507	5200	5200	....	5200
C-17	2510 and 2511	4050	4050	....	4050
C-28	5400 to 5406	4750	....	....	....
C-19	5413 to 5426	4950	....	....	....
TW-1	2909 to 2913	2950	2950	....	2950
TW-2, 3	2932 to 2952	3150	3150	....	3150
TW-4, 6	2925 to 2931 and 2957	3000	3000	....	3000
TW-8	2914 to 2923	4450	4450	....	....
A-3	3026	2950	2950	....	....
A-5	3015, 3026, 3046 and 3057	3050	2950	....	....
A-8	3000 to 3003	2700	2700	....	....
Mk-2, 4	3201 to 3240	5950	....	....	....
Mk-5, 6	3241 to 3277	6800	....	....	....
Mk-7, 8, 9	3260 to 3328	7200	....	....	....
Mk-10	3315	6550	....	....	....
Mk-11	3326 and 3330	5300	....	....	....
F-1	3600 to 3615	7850	....	....	....
F-3	3650 to 3667	8000	....	....	....
F-4, 5	3668 to 3700	8400	....	....	....
AM-2	3800 to 3831	9500	....	....	....
MM-3	3930 and 3931	10000	....	....	....
AC-1, 2, 3	4000 to 4065	12000	....	....	....
AC-4, 5	4100 to 4125	12000	....	....	....
AC-6 to 12	4126 to 4274, 4294 to 4294	12650	....	....	....
Mt-1, 3, 4, 5	4300 to 4370	6800	....	....	....
Mt-2	4353 to 4365	7000	....	....	....
GS-1, 2	4400 to 4410	7400	....	....	....
GS-3, 4, 5, 6	4416 to 4469	7700	....	....	....
SP-1, 2, 3	5000 to 5049	10100	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	4			
	45 Ms to 55 Ms	3			
	More than 55 Ms	2			

(4) Eng. 2371 not permi

operate on these bran

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMI

TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

MILEAGE

Main Lines

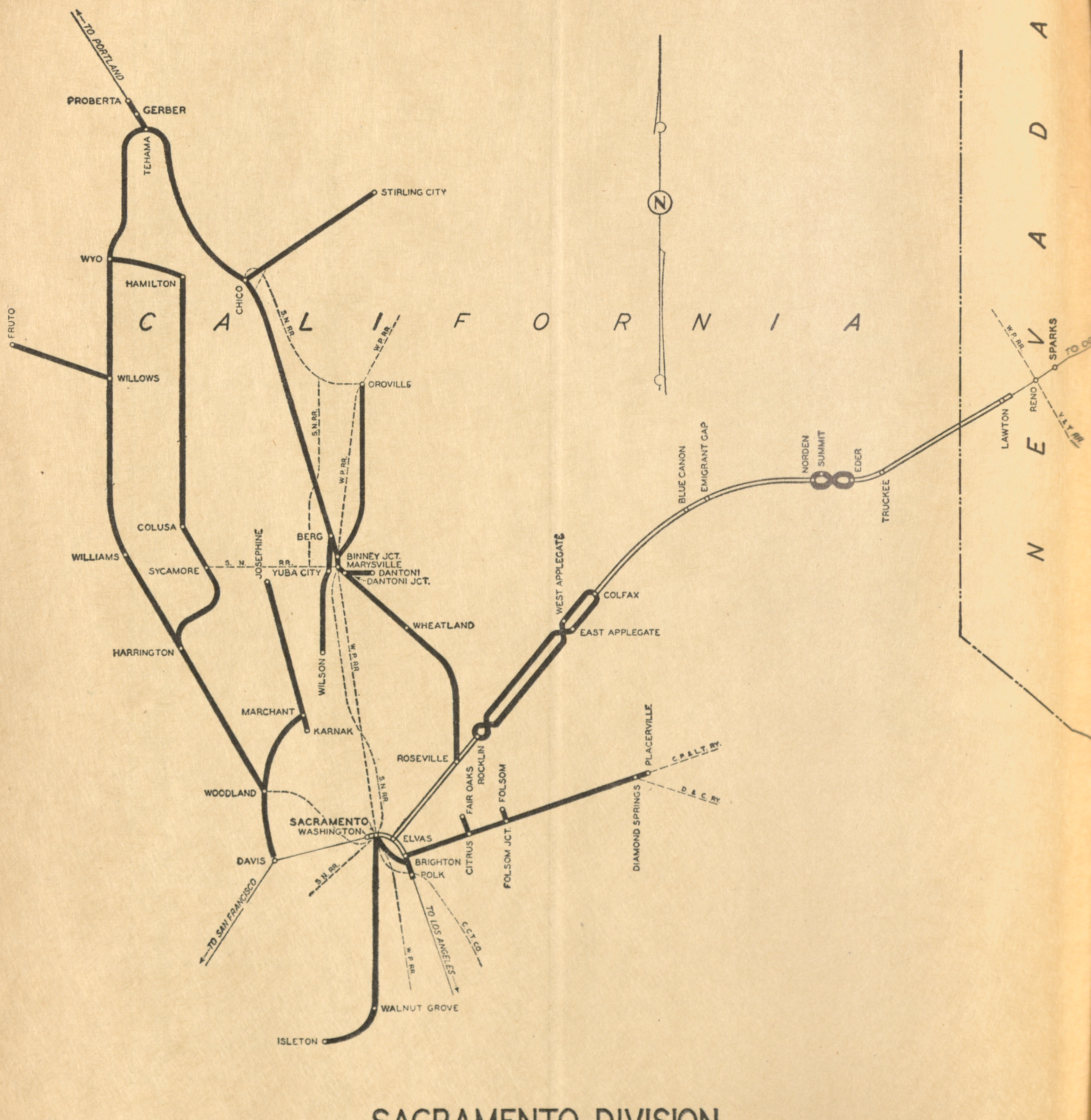
		First Track	Second Track
End Western Division to Sacramento	S. P. R. R.	.862	.862
Sacramento to Lawton	C. P. Ry.	147.754	149.291
At Elvas (West Wye)	C. P. Ry.	.308	.314
Polk to Elvas	C. P. Ry.	4.629	2.997
Davis to Tehama	S. P. R. R.	109.707	
Roseville (East Wye)	C. P. Ry.	.274	
Roseville (West Wye)	C. P. Ry.		.266
Roseville to Proberta	C. P. Ry.	109.231	
TOTAL MAIN LINES		372.765	153.730

Branches

Colusa	S. P. R. R.	Harrington to Wyo	71.655	
Dantoni	C. P. Ry.	Dantoni Jct. to Dantoni	4.464	
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.113	
Folsom	S. P. R. R.	Folsom Jct. to Folsom	.995	
Fruto	S. P. R. R.	Willows to Fruto	17.204	
Knights Landing	S. P. R. R.	Woodland to west of Cunard	9.713	
	S. P. Co.	West of Cunard to Josephine	22.155	
Oroville	C. P. Ry.	Binney Jct. Init. Sw. to beg. S. P. R. R. Tr.	.044	
	S. P. R. R.	Beginning S. P. R. R. Track to Oroville	25.267	
Placerville	C. P. Ry.	Brighton to beginning S. P. R. R. Track	.070	
	S. P. R. R.	Beginning S. P. R. R. Track to Placerville	54.920	
"R" Street	C. P. Ry.	At Brighton (Link Track)	.323	
	S. P. R. R.	Brighton to "Q" St., Sacramento	4.941	
Stirling City	C. P. Ry.	Chico to Stirling City	31.181	
Karnak	S. P. Co.	Marchant to Karnak	2.749	
Walnut Grove	C. P. Ry.	Sacramento to Front & "K" St.	.292	
	S. P. R. R.	"K" Street to "N" Street	.245	
	C. P. Ry.	"N" Street to Isleton	32.937	
Yuba City	S. P. R. R.	Berg to Wilson	14.683	
TOTAL BRANCH LINE			295.951	
TOTAL SACRAMENTO DIVISION				822.446

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.6
55″	65.4
56″	64.2
57″	63.1
58″	62
59″	61
1′00″	60
1′01″	59
1′02″	58
1′03″	57.1
1′04″	56.2
1′05″	55.3
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.1
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.3
1′17″	46.7
1′18″	46
1′19″	45.5
1′20″	45
1′25″	42.3
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.6
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


TO PORTLAND
PROBERTA
GERBER
TEHAMA
STIRLING CITY
N
WYO
HAMILTON
CHICO
S.N.RR.
W.P.RR.
FRUTO
C A L I F O R N I A
WILLOWS
OROVILLE
S.N.RR.
W.P.RR.
COLUSA
BERG
JOSEPHINE
WILLIAMS
SYCAMORE
S. N. RR.
BINNEY JCT.
MARYSVILLE
YUBA CITY
DANTONI
DANTONI JCT.
WHEATLAND
HARRINGTON
WILSON
W.P.RR.
MARCHANT
KARNAK
ROSEVILLE
ROCKLIN
FAIR OAKS
FOLSOM
WOODLAND
S.N.RR.
SACRAMENTO
WASHINGTON
ELVAS
DAVIS
BRIGHTON
POLK
CITRUS
FOLSOM JCT.
S.N.RR.
TO SAN FRANCISCO
TO LOS ANGELES
C.C.T.CO.
W.P.RR.
WALNUT GROVE
ISLETON
WEST APPLEGATE
EAST APPLEGATE
COLFAX
BLUE CANON
EMIGRANT GAP
NORDEN
SUMMIT
EDER
TRUCKEE
LAWTON
RENO
SPARKS
TO O
W.P.RR.
V.&T.RR.
N E V A D A
PLACERVILLE
DIAMOND SPRINGS
C.P.& L.T. RY.
D.& C. RY.

SACRAMENTO DIVISION